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City of Laguna Niguel General Plan



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City of Laguna Niguel

GENERAL PLAN

**Adopted by the City of
Laguna Niguel City Council
on
August 4, 1992**

Prepared by:

**City of Laguna Niguel Planning Staff
and
The Planning Center**

Additional Consultants:

**Austin-Foust Associates
HDR Engineering
IWA Engineering
Stanley R. Hoffman Associates**

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Chapter One
INTRODUCTION

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Chapter 1 - Introduction

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INTRODUCTION

I. INTRODUCTION

The City of Laguna Niguel was incorporated on December 1, 1989. Although the formal incorporation of the City was a recent event, the community has developed a distinct heritage as being one of the first major planned communities in Southern California.

Laguna Niguel is a suburban community situated in the coastal oriented portion of South Orange County. Figure INT-1 shows the City of Laguna Niguel within its regional context. The preservation and enhancement of the "Sea Country" atmosphere (an early characterization of the development) has been a primary goal for the community. Its physical landscape includes extensive open space areas that provide an outstanding and attractive visual image and character. The community predominantly consists of detached single family homes, although attractively designed attached single-family and multiple family developments have occurred as well. Both residential and commercial land uses have typically been developed at lower, suburban intensity ranges. A variety of features, such as parks, trails, landscaped highway medians and slopes personify the City's suburban image.

Substantial pressures to accommodate future growth are being experienced by the City and nearby unincorporated areas. Large undeveloped parcels of land in the northern portion of the City are expected to develop in the near future in accordance with plans that were approved by Orange County prior to the incorporation of Laguna Niguel.

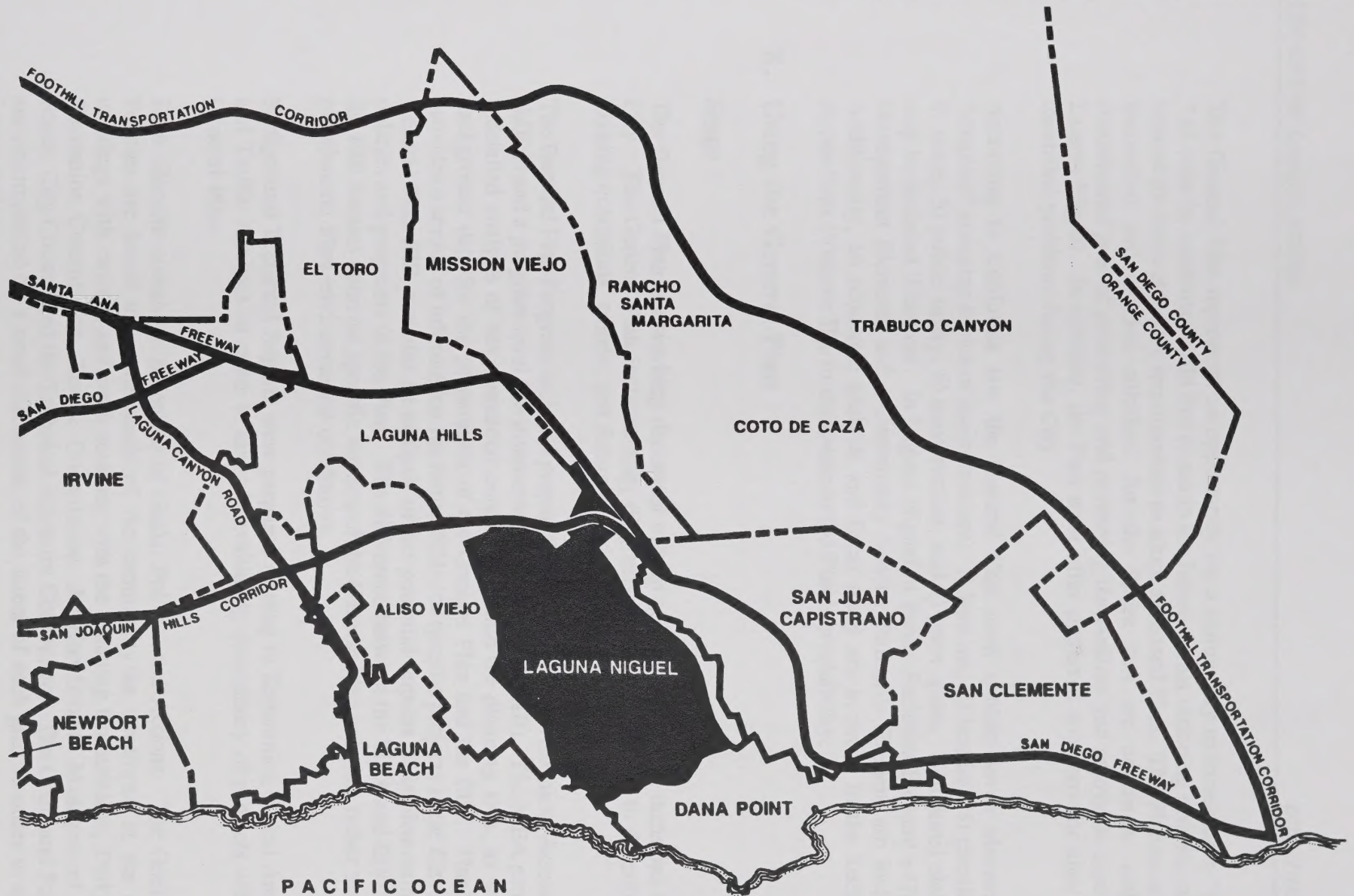
The City of Laguna Niguel was incorporated because its residents want to have a greater voice in guiding the future of the community. Since Laguna Niguel was developed as a combination of Planned Communities, each area has maintained its own identity. The incorporation of the City and the formulation of the General Plan for the City are key opportunities to bring the City together. With its identity thus consolidated, the City can provide the leadership for active participation in southern Orange County regional planning issues.

The General Plan provides an opportunity to establish a source of information and a policy framework for managing future growth and development and for establishing a new system of land use administration tailored to the needs of the City. It is important to focus on key community priorities to fully understand the long term consequences and benefits of the city's land use decisions. These priorities provide the framework for the plan.

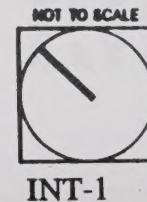
A. Purpose of General Plan

California law requires each City and County to adopt a comprehensive long term general plan for its physical development. A City's General Plan is its blueprint for the future and, through appropriate goals, policies and programs, it serves as a decision making tool to guide future growth and development.

REGIONAL LOCATION MAP



The City of
LAGUNA NIGUEL
General Plan



The General Plan represents an opportunity for a community to formulate a "vision" of what its residents would like to see in the future. This visioning process extends beyond the basic statutory requirements to adopt a General Plan. The Plan must offer innovative and creative solutions for the future that are consistent with the fundamental goal of preserving and protecting the positive and enjoyable aspects of Laguna Niguel. In addition, the Plan must offer preferred solutions for alleviating identified problems facing the City.

According to California law the General Plan must contain seven elements or "chapters" covering topics of major concern: 1) land use, 2) housing, 3) circulation, 4) noise, 5) public safety, 6) conservation, and 7) open space. Additional elements may be included if desired. In Laguna Niguel, a Public Facilities Element, a Growth Management Element, and a Community Service Standards Element are included. Additionally, an economic analysis and fiscal study are included in the Technical Appendices (Volume III) to demonstrate the Plan's workability.

B. Using the General Plan

Scope

The General Plan is a working document to help guide development decisions in the City. The General Plan includes text, diagrams, tables, and charts to describe the existing conditions, trends, and future planning policies.

The General Plan Program included preparation of a Master Environment Assessment (MEA) and a program level Environmental Impact Report (EIR). The MEA provides a detailed analysis of environmental conditions within the planning area, as well as background data for the preparation of the General Plan and the EIR. The MEA provides a source of information for future EIRs for specific projects in the City. The General Plan EIR provides an analysis of the potential impacts of implementing the policies and programs in the Plan. The difference between the MEA and EIR is that the EIR focuses upon the specific impacts of the General Plan policies, rather than the pre-General Plan environmental conditions.

Background Technical Reports were prepared relating to Economics, Fiscal Analysis and Traffic Analysis in order to assist in evaluating consistency of projects with the General Plan.

Each Element contains a statement of Goals, Policies and Actions. The Goals and Policies are based upon the needs of the community as developed at the many meetings with citizens and work sessions with the Planning Commission, Parks and Recreation Commission, Traffic Commission, Ad Hoc Growth Management Task Force, City Council and the Technical Advisory Committee. The Goals and Policies are accompanied by a brief discussion of the intent of each goal in order to aid its interpretation.

For the purposes of the General Plan the Goals and Policies are defined as follows:

Goal: A Goal is a broad vision of the what the community wants to be in the future. It is a statement of a desired condition that the City wants to achieve. For example a Goal for the development of a retail commercial area might be: *Convenient and Accessible Off-Street Parking.*

Policy: A policy represents a direction or general course of action that is intended to achieve the overall goal. A policy may relate to one or more goals. When adopted, a policy serves as a guide to decision makers in reviewing development proposals or adopting new regulations. For example a policy to address the above goal is: *Encourage the location of joint use or common parking facilities, at appropriate locations in the commercial area.*

Action: An action is the specific method by which a policy is implemented. An action requires definite commitment to a particular work effort, budget determination, or expenditure of resources. An action statement to achieve the above policy could be: *Establish a Parking District to acquire, develop and manage offstreet parking facilities.*

The policies and actions provide a basis for the Implementation Program for the General Plan. The Implementation Program, which can be considered separately from the General Plan, becomes an action plan for carrying out the policies and recommendations of the General Plan. The Implementation Plan identifies the actions, responsible departments or agencies, estimated timing, and funding resources available to accomplish the task.

It is intended that the City update this Program on an annual basis, evaluate implementation progress and coordinate the actions with the annual budget and capital improvement program. The Implementation Program also provides the basis for the mitigation monitoring program required by the California Environmental Quality Act in conjunction with the General Plan.

C. The Community Involvement Process

The planning process for the City of Laguna Niguel represents a major commitment on the part of the City leaders to actively involve residents of the community in the formulation of the General Plan and its related Environmental Analysis. The process was organized to analyze the issues of the community at a regional, citywide and neighborhood or local area basis. Fourteen Community Profile areas were delineated to approximate neighborhood or planning area boundaries. Community outreach meetings were held within the profile areas to provide opportunities for the residents of the areas to voice their concerns and help identity the issues and proposals to be addressed in the plan. These meetings were held early in the process to identify issues, midway in the process to review alternative land use and circulation alternatives, and then, again, prior to the initiation of the formal public hearings on the Draft General Plan/EIR. A total of 18 neighborhood meetings were held. In addition, meetings were held with property owners within key commercial

development opportunity areas, including the Town Center Area, Camino Capistrano/Cabot Road Business Area, and the County Village/Narland Business Center Area.

The process included publicly noticed joint workshops between the Planning Commission and City Council, as well as scoping sessions for the EIR with the Environmental Review Board.

In addition, meetings were held with the council-appointed Ad-hoc Growth Management Task Force, the Traffic Commission, and the Parks and Recreation Commission.

A Technical Advisory Committee comprised of representatives of the City departments, the Moulton Niguel Water District, the Sheriff's Department and Fire District also contributed to the process.

The process involved responses to public inquiries and comments prior to and during the Public Hearings before the Planning Commission and City Council.

Chapter Five
LAND USE

Land Use Plan for the City of Sugar Creek Chapter 2: Land Use

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Chapter Two **LAND USE**

General Plan for the City of Laguna Niguel

Chapter 2 - Land Use

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General Plan for the City of Laguna Niguel
Chapter 2 - Land Use

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Chapter Two

LAND USE

I. INTRODUCTION

The Land Use Element establishes goals, policies and actions that give direction to land use development in Laguna Niguel. It is through the realization of the goals, policies and corresponding implementation actions that the future land use pattern of Laguna Niguel will continue to be shaped. In addition, the goals and policies in the Land Use Element will affect numerous issues in the other General Plan Elements, including those concerned with housing, open space and conservation, public facilities, growth management, public safety and noise.

The Land Use Element promotes the achievement of goals by establishing clearly defined policies that guide future land uses in the City. The Element describes these land use policies through the use of narrative text, tables and maps. The most important of these maps is the Land Use Element Map. This Map delineates the location of future land uses in the City as a framework for future land use planning and decision making in the City.

A. The Planning Framework

An essential part of the formulation of a General Plan for a community is to clearly understand the unique character of the community. What are the elements that make a community a desirable place to live? What attracted the residents of Laguna Niguel to live here? Those factors which have contributed most significantly to the shaping of Laguna Niguel and serve as the basis for the Land Use Element include the land use patterns, the open space system, and the circulation system.

1. Land Use Pattern

Laguna Niguel is predominately a detached single family residential community, although opportunities for attached single family and multiple family housing exist throughout the City. The City does not have a dominant "Downtown" area. Its retail needs are served by several commercial areas such as the Town Center, Plaza de la Paz, Ocean Ranch and the Rancho Niguel Center. In addition, there are several other distinct commercial "opportunity areas" such as the Country Village Area and the Camino Capistrano Area in the northwestern portion of the City, and near the I-5 Freeway, respectively.

There is no regional shopping center in Laguna Niguel. There are, however, regional centers located in the nearby Cities of Laguna Hills and Mission Viejo.

The development of additional retail on vacant commercial lands and more efficient use of the lands that have been developed remain important objectives.

It is a high priority to develop the remaining commercial areas with a mixed use character and an emphasis on pedestrian circulation and amenities such as landscaped plazas, walkways, and distinctive street furniture.

2. Open Space Management System

The abundance of open space resources is one of the most outstanding characteristics of the City of Laguna Niguel. Over one third of the total land area within the City is devoted to Open Space and Recreation Areas. If the surrounding area outside the City limits including Aliso and Wood Canyons Regional Park and the Salt Creek Regional Park, Aliso Creek Greenbelt, and other County open space areas are considered, the City has access to over 5,000 acres of open space. The Salt Creek Regional Park provides a continuous open space system and trail connections through the City of Dana Point to the coast. These open space opportunities provide Laguna Niguel residents with a unique living environment.

The General Plan policies stress that the Open Space System should be maintained and enhanced in order to reinforce the exceptional open space character of the City. The Open Space/Parks/Conservation Element articulates the open space and recreational resources of Laguna Niguel.

3. Circulation System

Most of the major circulation system for Laguna Niguel has been established and is now in place. The proposed San Joaquin Hills Transportation Corridor and the extension of Alicia Parkway will complete the basic structure. Some circulation improvements are, however, needed in the Camino Capistrano area.

Future improvements of Moulton Parkway/Golden Lantern corridor, are also anticipated. The General Plan includes consideration of the necessary portions of these projects in determining the impacts of existing and proposed land uses on the circulation system. The expansion and development of non-vehicular modes of circulation including the potential for a commuter rail station, completion of sidewalks on arterials, a system of bicycle trails, and on-street bicycle facilities for the community are also important aspects of the City's future circulation system.

B. Vision

The General Plan expresses a vision of the future of the City of Laguna Niguel and prescribes techniques to manage growth and development so that the Vision can be achieved. The Vision embodies an active approach to shaping the dynamics of change.

The challenge of the General Plan is to establish clear and sustainable direction. General Plans can fail in this respect because of their singularly physical orientation, complexity and detachment from the real process of decision making once the surge of effort to prepare and adopt them has been expended. This vision statement is intended to document the rationale for the new City's General Plan in order to facilitate its implementation.

Given this planning context, a statement of the most important dimensions of community character to be preserved or achieved as development occurs, is essential. That is the Community Vision. The purpose of this Vision Statement is to declare a commitment to a quality of living that substantially exceeds what would otherwise occur. It provides a foundation for the Laguna Niguel General Plan. It will enable future community leaders and citizens to recall and endorse the meaning of the Plan and maintain diligence in carrying out its intent.

1. A Vision of Laguna Niguel

Laguna Niguel's overall vision includes the following goals:

- A high quality suburban community that has excellent schools and extensive park and recreational opportunities.
- An attractive, safe, and comfortable place to live.
- An effective traffic circulation system within the city and convenient access to other areas of the County.
- High levels of public services for its residents.
- A balance of residential and employment opportunities.
- A comprehensive system of open spaces linked by hiking, equestrian and bicycle trails.

C. Consistency With State Planning Law

Government Code Section 65302(a) states that the General Plan shall include "...a Land Use Element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The Land Use Element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan."

D. Scope

II. RELATED PLANS AND PROGRAMS

A. Local Coastal Program

Laguna Niguel's Local Coastal Program (LCP) is comprised of two Orange County adopted Local Coastal Programs, the South Laguna Specific Plan and the Aliso Creek Specific Plan. Presently, Laguna Niguel's corporate boundaries include portions of these two specific plans. Additionally, the Aliso Creek Specific Plan incorporates by reference policies from the Country Village Planned Community and the Laguna Niguel Planned Community for the portions of these two planned communities that are located within the coastal zone. Figure LU-1 depicts the Coastal Zone boundary within the City.

After incorporation, the City requested that the California Coastal Commission certify those applicable portions of the previously certified South Laguna and Aliso Creek Specific Plans/Local Coastal Programs, as a single City Local Coastal Program. No changes to the policies, land use designations, implementation actions or maps of the previously certified LCP's occurred. On November 14, 1990, the California Coastal Commission certified the Laguna Niguel Local Coastal Program.

The Local Coastal Program includes required components and issue areas which relate to the subjects of several different General Plan Elements; therefore, components of the LCP are distributed among various elements of the General Plan and are individually discussed within the applicable plan element.

B. Planned Communities/Specific Plans

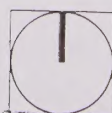
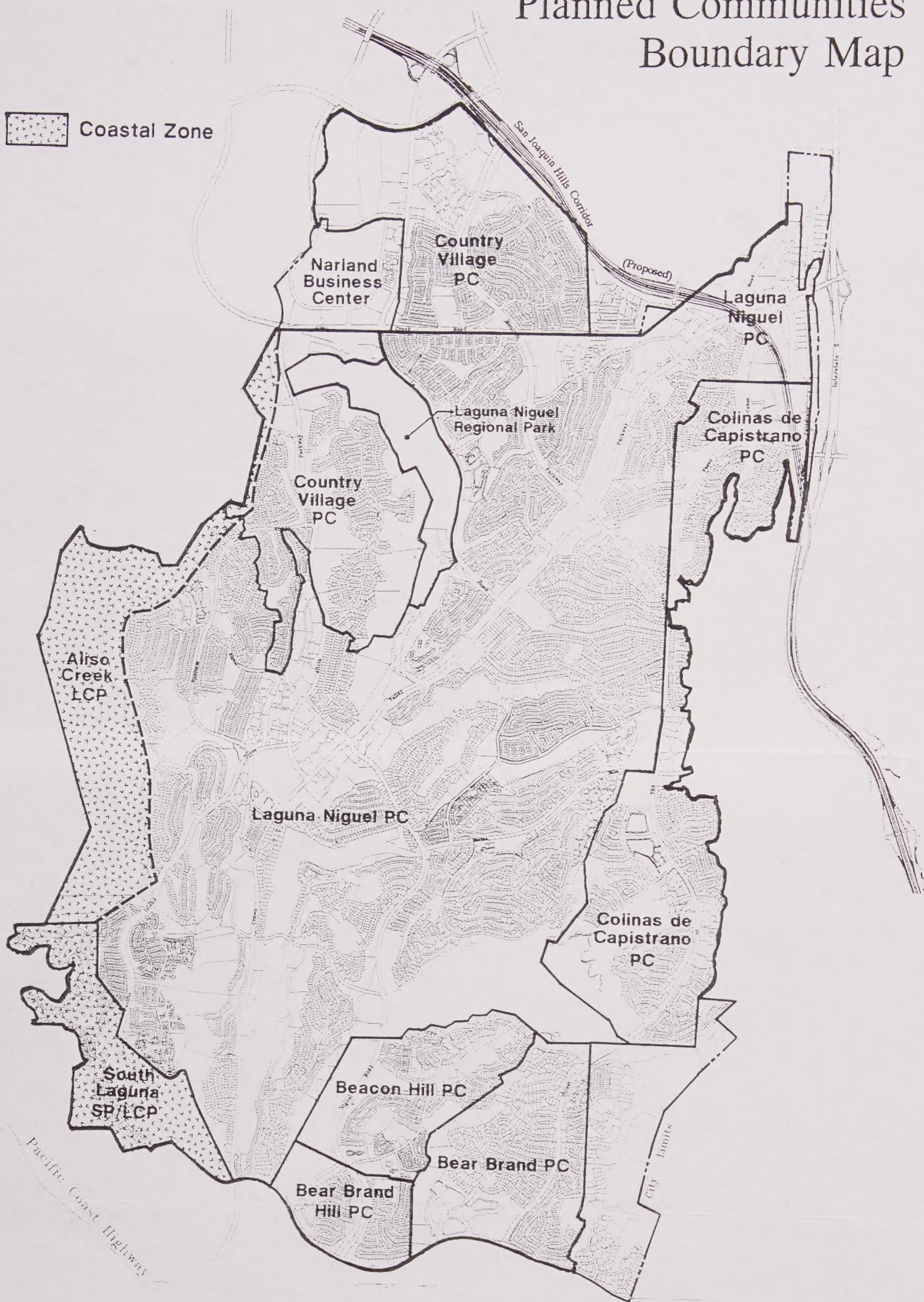
The City of Laguna Niguel is largely comprised of several master Planned Communities (PC) and Specific Plan areas that were approved by the County of Orange over the last twenty years, prior to the City's incorporation in December of 1989. These Planned Communities are the Laguna Niguel PC, Country Village PC, Colinas de Capistrano PC, South Laguna Specific Plan, Beacon Hill PC, Bear Brand Hill PC, Bear Brand PC, and the Narland Business Center PC. Each of the Planned Communities is implemented through Feature Plans, Area Plans and Site Plan approvals. Each of these plans contain specific land uses, site development standards, and plans for circulation and infrastructure systems. The Planned Community development plans and programs provided policy guidance and regulatory control over development in Laguna Niguel before incorporation, as well as during the preparation of the General Plan. Figure LU-1 shows the planned community/specific plan boundaries.

Figure LU-1 Planned Community Boundaries



Planned Communities Boundary Map

 Coastal Zone



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DATE: FEBRUARY 11, 1992

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C. City of Laguna Niguel Zoning Code

The City of Laguna Niguel has adopted portions of the County of Orange Zoning Code as an interim means to regulate land uses that are not within a planned community area and to address standards not included in the planned community texts. The City will adopt its own Zoning Ordinance subsequent to the adoption of the General Plan. The City Zoning Map will be consistent with the City's General Plan and Land Use Policy Map. Together, the Zoning Ordinance and the Zoning Map will identify specific types of land use, intensity of use and development standards applicable to specific areas and parcels of land within the City.

D. Orange County 1992 Projections

In 1979 the Orange County Board of Supervisors placed the responsibility for the development and dissemination of demographic projections with the County Administrative Office. Since the Board's action, there have been five iterations of a countywide forecast; Orange County Preferred (OCP)-88 is the most recent update of the series. The 1990 Census, new legal mandates and changing socioeconomic conditions require that another update be prepared. The County is currently in process of updating the countywide 1992 Projections.

The County's planning efforts, as well as recently enacted congestion management, air quality management, integrated waste management and growth management requirements and a wide array of on-going local and regional planning efforts have placed added importance on the need for accurate and consistent data projections to be utilized by all agencies.

The County has proposed a process to update the 1992 Projections that emphasizes the need to intensify the level of input from cities in all aspects of data development. The data generated from the City will have to be approved by city managers and/or City Councils prior to consideration by the County Board of Supervisors. This mandated approval reflects an increased level of commitment and will ensure consistency in the use of demographic projections at the regional and sub-regional levels.

E. Regional/Planning Programs

The Southern California Association of Governments (SCAG) is the agency responsible for developing and adopting regional growth forecasts for Ventura, Los Angeles, San Bernardino, Orange, Riverside, and Imperial Counties. These forecasts are revised every two to four years, and include input from county and city governments. The most recent revision is the SCAG-87 Modified Forecast Policy. Because SCAG deals primarily with regional issues, its growth projections are divided by counties, which are further divided into Regional Statistical Areas (RSAs). Orange County is divided into 10 RSAs (A through J). Laguna Niguel is in RSA D.

The adopted growth forecast policies become the basis for SCAG's functional plans (transportation, housing, air quality and growth management) for the region. The population totals and growth distribution are used in planning the future capacity of highways and transit systems, quantity and location of housing, water supply systems, and siting and sizing of sewage treatment systems.

III. LAND USE PLAN

A. The Land Use Planning Process

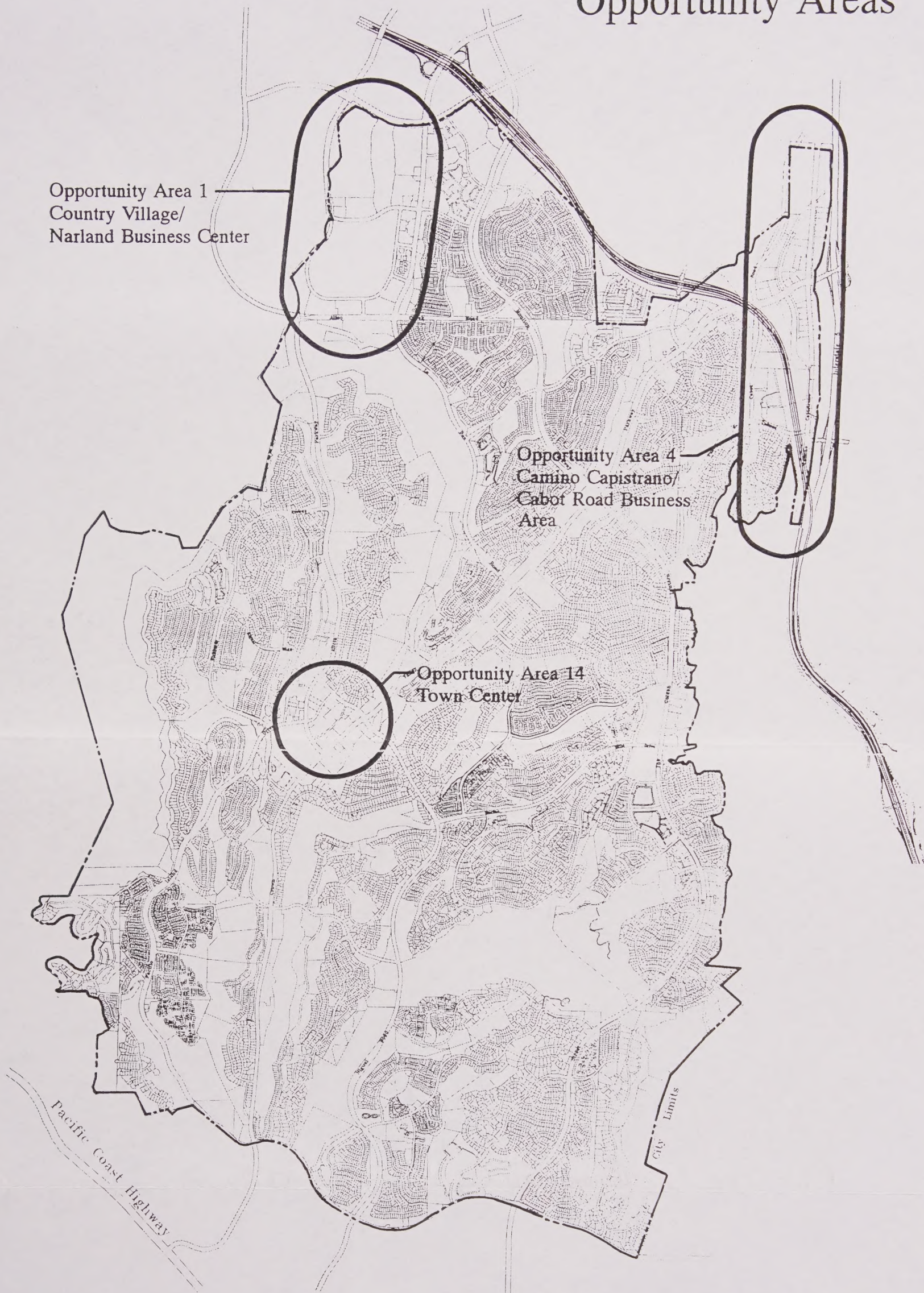
The planning process involved the early development of a vision statement that captured the desired character of the community. This led to an assessment of development choices available to the City, given its extent of development and the inclusion of most of the remaining residential development areas in development agreements inherited from the County of Orange. Three areas within Laguna Niguel were identified to have development potential to implement the goals of the City. These areas were identified as "opportunity areas," meaning areas within which further development or intensification were either imminent or desirable and which could benefit from focused policy direction in the General Plan.

The General Plan alternative land use process focused primarily on a series of land use alternatives for the three opportunity areas: Country Village/Narland Business Center, Camino Capistrano/Cabot Road Business Area and the Town Center Area. Figure LU-2 shows the three opportunity areas. Each one offers special economic and community development opportunities. The alternatives for each opportunity area were formulated in response to the values and goals established in the City's Vision Statement, through input from City officials and advisory commissions/committees and from public comments at numerous community forums.

The alternative analysis examined opportunities that were available through the development of vacant land and/or through the intensification of existing uses. Both alternative land uses and different development intensities were proposed for each opportunity area. An analysis of the market potentials for retail and service commercial; office; business park; industrial and visitor serving uses was conducted in order to calibrate approximate acreage limits considered practicable in light of competing economic development in South Orange County. The types of alternatives ranged from high intensity industrial and business park, to high intensity commercial-retail, and to mixed use-business, retail and multifamily residential development. The land use acreage and development potentials proposed for each alternative served as the basis for fiscal, traffic, and infrastructure demand analysis and environmental documentation. This information provided the criteria for selecting the preferred land use concept for the City.

Based on the input and recommendations from the City Council, Planning Commission, other advisory committees, City Staff and the consulting team, a preferred land use concept was defined. The preferred Land Use Plan essentially retains most of the existing land use patterns that were established in the City prior to incorporation. It also establishes a land use policy direction for future growth within three opportunity areas. The following are brief descriptions of each of the three opportunity areas.

Opportunity Areas



Country Village/Narland Business Center

The Country Village/Narland Business Center area will continue to be the largest business and commercial and retail center in the City. The opportunity area is designated for Community Commercial, Professional Office, Industrial/Business Park and Public/Institutional uses. The Country Village Planning Area A-1 parcel is designated Community Commercial and Professional Office. It is anticipated that 1,272,900 square feet of Community Commercial and Professional Office uses could be developed. The plan encourages the development of plazas and other pedestrian gathering areas. The General Plan also projects a 300,000 square foot expansion on the Chet Holifield Property. The plan also reflects the expansion of the Birtcher Business Center and the Aliso Village Center. It is projected that an additional 2,233,410 square feet of Community Commercial and Professional Office uses can be developed within the opportunity area.

Camino Capistrano/Cabot Road Business Area

The Camino Capistrano/Cabot Road Business Area has been designated for Community Commercial, Professional Office, Industrial/Business Park and Public/Institutional uses. The proposed land use designations reflect the area's current trend toward commercial development. A vacant parcel adjacent to the City's southeastern boundary and the southern segments of Cabot Road and Camino Capistrano are designated Community Commercial. The remaining land uses in the area have been designated for Community Commercial, Professional Office and Industrial/Business Park uses. It is projected that over 500,000 square feet of additional commercial and Public/Institutional uses could be developed within the Camino Capistrano/Cabot Road Business Area.

The Interstate 5 (I-5) is located along the eastern boundary of the Profile Area. Presently, I-5 is the only regional transportation facility providing access between northern and southern Orange County. A significant amount of traffic congestion is experienced along the south County segment of I-5. In an effort to alleviate some of this congestion, Cal Trans is proposing to increase the carrying capacity of I-5, by constructing additional lanes. Some additional improvements associated with the construction of the San Joaquin Hills Transportation Corridor (SJHTC) will also occur to I-5. Together these improvements should enhance regional access along I-5.

The southern most link of the SJHTC is planned to extend through the profile area before intersecting with I-5, south of Avery Parkway. An interchange is planned near Greenfield Drive and Crown Valley Parkway. This interchange will be the only access from the SJHTC to the Camino Capistrano/Cabot Road Business Area.

A number of circulation alternatives have been proposed to enhance circulation with the opportunity area. These improvements are the extension of Cabot Road, widening and other improvements to Camino Capistrano including a connection from Camino

Capistrano to Cabot Road, just north of Laguna Niguel in Mission Viejo, and widening of Crown Valley Parkway to eight through lanes from Greenfield to I-5.

A South County Regional Transportation Center similar to the Irvine Multi-Modal Transportation Center is being proposed in Laguna Niguel. The site is located within the Galivan Flood Control Basin. The site is owned by the Orange County Flood Control District (OCFCD). OCFCD is currently proposing the construction of a retention basin on the site.

A 20-acre candidate park site has also been proposed in the Galivan Basin. Though floodplains do not preclude the development of park sites, they do limit the number and types of recreation facilities that can be provided. It is anticipated that the Galivan Basin could accommodate the Transportation Center and the proposed park site.

Town Center

The Town Center is envisioned as a special focal point of the City. Policies have been formulated to enhance the pedestrian circulation and the aesthetic appearance of the center. Additionally, the Land Use Plan suggests the potential reuse of the County Civic Center Area if the County relocates its existing facilities. A 20-acre site could be redeveloped with public uses such as Laguna Niguel City Hall. The Crown Valley Branch Library and Fire Station #5 will remain in the Civic Center area.

B. Land Use Designations

The ten land use designations shown on the Land Use Element Map (Figure LU-3) provide for a broad range of land uses. The designations are intended to be broadly defined to provide for future flexibility and options in site specific land use planning. The government code requires a clear and concise description of the land use categories shown on the Land Use Element Map.

The land use designations describe the various types of planned or future land uses within the City of Laguna Niguel. These designations are classified under general categories of residential, commercial, industrial, open space and community facilities.

These designations are further defined by specific purpose and function. Additionally, they are described in terms of the character and intensity of desired development within each designation.

The number of designations may be expanded or reduced by combining them where appropriate. The categories are identified based upon similar designations in the existing planned communities.

Fig. LV-3

- RESIDENTIAL DETACHED
- RESIDENTIAL ATTACHED
- NEIGHBORHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- PROFESSIONAL OFFICE
- PUBLIC/INSTITUTIONAL
- PARKS AND RECREATION
- INDUSTRIAL/BUSINESS PARK; PROFESSIONAL OFFICE; COMMUNITY COMMERCIAL
- COMMUNITY COMMERCIAL; PROFESSIONAL OFFICE
- COMMUNITY COMMERCIAL; PROFESSIONAL OFFICE; PUBLIC/INSTITUTIONAL
- PUBLIC/INSTITUTIONAL; PROFESSIONAL OFFICE
- PROFESSIONAL OFFICE; INDUSTRIAL/BUSINESS PARK
- OPEN SPACE
- WATER

CASE NO.	NAME	RESO #	DATE	OLD	NEW
GPA 99-01A/B	Correct Historic Mapping Errors Various Locations	99-565	8/3/99	---	---
GPA 99-02A	Gateway Specific Plan	99-546	5/18/99	---	---
GPA 99-01B	Cabot Self Storage	98-497	6/2/98	PI	IBPI/POCC
GPA 99-06	Dog Park	97-437	2/4/97	OS	PR
GPA 99-02B	Laguna Niguel Promenade	97-444	5/20/97	CCPO	CC
GPA 99-01	Home Depot	96-508	1/1/296	CC	IBPI/POCC/OS
GPA 95-03	CV Animal Hospital	98-497	12/5/95	RD	CC
GPA 95-02	Reggio Residential Development	96-396	5/7/96	RA	RD
GPA 94-01	Sunrise Residential Development	94-329	12/6/94	RA	RD
GPA 93-01	Warrington Homes Development	94-279	3/15/94	OS	RD
GPA 92-01	Binion	95-364	9/19/95	RR	RD
	General Plan Adoption	92-193	8/04/92	---	---



The City of LAGUNA NIGUEL General Plan

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In certain situations special areas within the land use designations may be described in greater detail or have special characteristic or requirements. The zoning districts to be established in the future must be consistent with the Land Use Categories. Customized zoning districts (such as specific plans) may be needed to provide the needed regulations for such areas.

Residential Detached: The Single Family Detached designation is applied to areas characterized by one single family dwelling constructed on each individual subdivided lot or legal building site.

Residential Attached: The Residential Attached designation is applied to townhomes, apartments, and condominium projects. These areas are characterized by attached dwelling units constructed on individual or common lots.

Residential Reserve: The Residential Reserve designation indicates that an area is reserved for future residential use, however, the character (attached vs. detached) and intensity of the residential use will be determined as a result of discretionary action taken on the specific residential project. A General Plan Amendment shall be processed concurrently with residential projects located within this land use designation. The purpose of the General Plan Amendment is to replace the Residential Reserve designation with a specific land use designation and intensity limitation established as a result of the discretionary action taken on each specific residential project.

Neighborhood Commercial: The Neighborhood Commercial designation is applied to commercial center uses that are intended to provide daily convenience goods and services at the neighborhood scale. A typical neighborhood commercial center will consist of several small retail uses and/or personal service uses. Neighborhood Commercial Centers are generally between one and ten acres. Typical uses are described on Table LU-1.

Community Commercial: The Community Commercial designation is applied to commercial centers with uses intended to serve the entire community. Community Commercial centers are larger planned shopping complexes which provide for a broader range of goods and services, and serve a greater trade area than neighborhood centers. Typical uses with the Community Commercial designation are described on Table LU-1.

Professional Office: The Professional Office designation provides for professional offices, corporate headquarters, research and development, and administrative offices. It is intended to provide for office uses, and supporting limited retail uses.

Industrial/Business Park: The Industrial/Business Park designation provides for the development of a variety of compatible light manufacturing, wholesaling and office uses supportive of a contemporary business center environment. Typical uses permitted under this designation are described on Table LU-1.

Public/Institutional: The Public/Institutional designation includes a wide range of public, quasi-public and special purpose private facilities that are aimed at providing a variety of governmental or social services to the community. Typical land uses in the Public/Institutional designation are indicated in Table LU-1.

Parks and Recreation: Areas designated Parks and Recreation are intended for active recreational uses and activities within open space areas. Such uses include: ballfields and other playing fields; parks; activity and playgrounds; and community and neighborhood recreational facilities. Passive recreational activities may also be included as an ancillary part of the recreation complex. In selected situations, cultural facilities such as theaters, museums or other similar specialized uses with a recreational value may fit with this designation.

Open Space: Areas designated Open Space are primarily intended for passive recreation, or visual enhancement or resource conservation uses. Such uses would include; conservation of a natural resource area, natural hillsides, and landscaped slopes or buffers and trails. Active sports or other organized recreational activities are not encouraged in these areas.

The Open Space Designation includes those areas of the community that are primarily open and unimproved, except for recreational, or other public use, such as bike trails, view areas, benches, pedestrian trails and picnic tables, etc.

Typical Uses Permitted in the Land Use Designations

Table LU-1 describes the typical land uses that may be permitted in the development oriented land use designations. This table is not intended to be all inclusive. Detailed listing of permitted and prohibited land uses will be provided as a part of subsequent zoning regulations that will be prepared by the City following the adoption of the General Plan.

C. Land Use Element Map

The Land Use Element Map for Laguna Niguel summarizes the land use patterns which are now considered to best facilitate achievements of the community vision. The map establishes general locations and relationships of land uses, placed in the context of the circulation system. The land use map is a graphic expression of the land use policy of a city. While this generalized approach allows for some flexibility in interpretation, the Land Use Element Map and the policy language in the Land Use Element are both required to make a judgment on the consistency of public or private development proposals with the General Plan. The Map should be viewed as the framework for future land use decisions, while the policies and implementing actions

**Table LU-1
Typical Land Uses**

Land Uses	Single Family Detached	Residential Attached	Neighborhood Commercial	Community Commercial	Professional Office	Industry/ Business Park	Public/ Instit.
RESIDENTIAL USES							
Residential Detached	■						
Attached Townhouses		■					
Attached Apartments		■					
Attached Condominiums		■					
NON-RESIDENTIAL USES							
Retail Businesses			■	■			
Professional Offices					■		
Restaurants			■	■			
Personnel Services			■	■			
Discount/Home Improvements				■		■	
Major Department Stores				■			
Appliance Stores				■			
Gas Stations				■		■	
Convenience Stores			■	■			
Food Markets				■			
Auto Repair						■	
Auto Sales						■	
Corporate Offices					■	■	
Research & Development						■	
Light Manufacturing						■	
Warehousing/Distribution						■	
Governmental Offices							■
Schools							■
Cultural Centers							■
Museums/Galleries							■
Libraries							■
Public Utilities							■
Hospitals							■
Wholesale Commercial						■	
Hotel/Motel				■	■	■	

provide guidance on how particular land uses should be interpreted, tailored and applied as development decisions are required. A number of implementation measures and tools such as the zoning and subdivision ordinances, building codes and capital improvement programs will be used to realize the goals and policies established in this Element. It is important to recognize that planning is a dynamic process. If and when community goals change, it may become necessary to amend the land use plan and map to further the community's interest.

The Land Use Element Map is more than a representation of the policies established through this General Plan. It also defines the interrelationship of land uses that will contribute to accomplishing many of the social, economic, and environmental goals of the General Plan. By careful adherence to the patterns established, a viable community with a quality living environment and a desirable physical character will be sustained. The realization of the plan will depend on the creation of well-conceived and comprehensive implementation tools and the continuing support and vision of the community's decision-makers. This latter point is critical because a key part of the City's planning and development program is the establishment of its own land use regulations and related tools which will allow for a more straight forward and understandable land use administration than would a continuation of the complicated system used under previous County jurisdiction.

D. Future Land Use Distribution

A site by site analysis was conducted to determine the amount of additional development that is available in the City. This information was calibrated to determine future economic and traffic conditions in Laguna Niguel. Table LU-2 indicates the additional amount (number of residential units and amount of commercial square footage) and types of land uses that are allowed in each profile area. Table LU-3 indicates the total land use distribution permitted under the Land Use Element Map. Figure LU-4 is a pie chart showing the Land Use Distribution.

**Table LU-2
Future Additional Development Potential**

NON - RESIDENTIAL SQUARE FEET

Planning Area	Neighborhood/ Commercial	Community Commercial	Professional Office	Industrial Business Park
1	0	746,850	1,486,560	0
2	0	0	54,000	0
3	0	160,211	53,361	0
4	0	345,916	89,000	76,639
5	18,000	0	0	0
6	0	0	0	0
7	0	0	0	0
8	0	0	0	0
9	0	0	0	0
10	0	0	0	0
11	0	124,710	0	0
12	21,000	186,927	0	0
13	0	0	0	0
14	0	130,680	195,010	0
Total	39,000	1,695,294	1,877,931	76,639

RESIDENTIAL DWELLING UNITS

Planning Area	Attached	Detached	Total
1	0	0	0
2	433	1,100	1,533
3	0	35	35
4	0	0	0
5	562	38	600
6	196	46	242
7	0	329	329
8	0	86	86
9	0	14	14
10	0	152	152
11	243	335	578
12	225	725	950
13	0	64	64
14	0	0	0
Total	1,659	2,924	4,583

Source: City of Laguna Niguel Community Development Department

**Table LU-3
Total Land Use Distribution Permitted**

Land Use Designation	Gross Acres	Dwelling Units
Residential Detached	2,685.74	14,101
Residential Attached	828.28	12,110
Neighborhood Commercial	26.16	
Community Commercial	250.32	
Professional Office	9.14	
Community Commercial; Professional Office	132.43	
Professional Office/Business Park	22.05	
Industrial/Community Commercial	59.85	
Public Institutional; Professional Office	89.7	
Public/Institutional	133.1	
Parks and Recreation	418.96	
Open Space	3,232.84	
Water Features	25.66	
Major Streets/R.O.W.*	1,506.7	
TOTAL	9,420.9	26,211
* Major streets and right-of-way is remaining land area of City.		

**Table LU-3
Total Land Use Distribution Permitted**

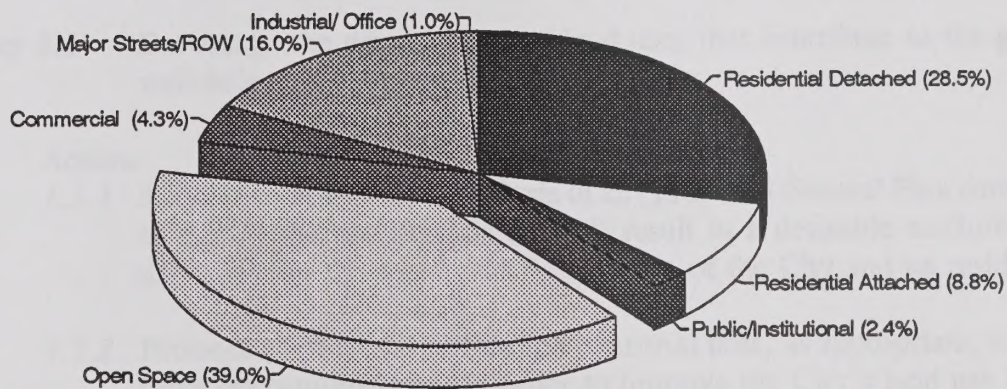
Land Use Designation	Gross Acres	Dwelling Units
Residential Detached	2,685.74	14,101
Residential Attached	828.28	12,110
Neighborhood Commercial	26.16	
Community Commercial	250.32	
Professional Office	9.14	
Community Commercial; Professional Office	132.43	
Professional Office/Business Park	22.05	
Industrial/Community Commercial	59.85	
Public Institutional; Professional Office	89.7	
Public/Institutional	133.1	
Parks and Recreation	418.96	
Open Space	3,232.84	
Water Features	25.66	
Major Streets/R.O.W.*	1,506.7	
TOTAL	9,420.9	26,211
* Major streets and right-of-way is remaining land area of City.		

IV. LAND USE GOALS, POLICIES AND ACTIONS

Goal 1 A well-balanced community land use that meets the residential, commercial, open space and quality service needs of residents.

Policy A well-balanced community provides a diverse range of land uses that are essential to a vibrant and sustainable city. By providing the balanced mixture of land uses, the City will achieve a vibrant character of housing to meet the needs of all types of income groups, a vibrant commercial district, open space, high-quality open space and recreational opportunities, and high-quality public facilities and services.

The existing mix of land uses in Laguna Niguel were largely defined within zoning codes. The City will take particular notice of residential and open space uses. Commercial, industrial, and community facility land uses should be a relatively small portion of the total land area. By providing a more balanced mixture of land uses, the City can improve the overall quality of life and environment.



IV. LAND USE GOALS, POLICIES AND ACTIONS

Goal 1 A well balanced mixture of land uses that meet the residential, commercial, open space and public service needs of residents.

Intent A well-balanced community provides a broad range of land uses that are planned in desirable patterns and intensities. By providing for balanced mixture of land uses, the City can achieve a suitable inventory of housing to meet the needs of different income groups, a viable commercial and employment base, ample open space and recreational opportunities and adequate public facilities and services.

The existing mix of land uses in Laguna Niguel were largely shaped before incorporation. The City consists predominantly of residential and open space uses. Commercial, industrial and community facility land uses account for a relatively small portion of the total land area. By providing a more balanced mixture of land uses, the City can increase its overall quality of life and economic base.

Policy 1.1 Encourage the development of land uses that contribute to the goal of a well-balanced community.

Actions

1.1.1 Require comprehensive analysis of any proposed General Plan Amendment to ensure that the amendment will result in a desirable mixture of land uses meeting the social and fiscal needs of the City and its residents.

1.1.2 Promote commercial, office and industrial uses, as appropriate, within the three opportunity areas in order to improve the City's land use balance.

Goal 2 A sufficient amount of commercial and industrial uses which provide jobs and revenue to the City without compromising environmental quality.

Intent Laguna Niguel can generate additional jobs and revenue by increasing the amount of commercial and industrial uses in the City, specifically in the Country Village/Narland Business Center, the Town Center and the Camino Capistrano/Cabot Road Business Area. However, the City must provide adequate public services and facilities along with new employment opportunities. Potential environmental impacts associated with new commercial or industrial development must be adequately mitigated to help preserve the high quality environment in Laguna Niguel.

- Policy 2.1** Allow a wide range of uses in the City that will be beneficial in terms of employment and revenue generation, but without undue impacts on public services and facilities.

Actions

- 2.1.1** Continue the site plan review process to ensure that adequate public services and facilities are provided for in commercial and industrial development.
- 2.1.2** Work closely with organizations and interests involved with economic development to attract businesses that contribute positively to the City's economic growth and environmental well being.

- Policy 2.2** Enhance the quality and competitive advantage of commercial centers and business parks within the City.

Actions

- 2.2.1** Consider the adoption of commercial design standards to ensure that high quality commercial centers and business parks are developed in the City.
- 2.2.2** Incorporate landscaping requirements for commercial development into community design guidelines.

Goal 3 Compatible relationships between land uses in the community.

Intent Most of the residential uses in Laguna Niguel are concentrated in well-defined areas linked together by parks, greenbelts and curvilinear landscaped streets. Most of the commercial and business uses in the City are situated within a number of neighborhood and community commercial centers. Future residential and commercial development should be compatible with existing land uses and should reflect high quality site planning and design.

- Policy 3.1** Ensure that effective buffers between residential and non-residential uses are established and maintained.

- Policy 3.2** Discourage the proliferation of strip commercial development along major streets that create negative impacts on adjoining residential areas.

Action

- 3.2.1** Concentrate commercial development in clearly defined commercial centers.

Policy 3.3 Reduce land use conflicts between residential and non-residential uses.

Actions

3.3.1 Enact design guidelines to ensure that neighborhood commercial areas are compatible with adjacent residential areas.

3.3.2 Evaluate the impacts on surrounding land uses when reviewing proposals for new development.

3.3.3 Develop compatibility guidelines and procedures for effectively evaluating development projects.

3.3.4 Adopt site development standards which mitigate land use conflicts.

Policy 3.4 Ensure that residential densities are compatible with the surrounding land uses and buildings are in scale with the neighborhood character.

Goal 4 Urban design that provides community gathering areas and other pedestrian spaces.

Intent Laguna Niguel desires to have attractive urban design reflected in development projects which also contribute to more efficient and productive use of land. Additionally, we wish to have pedestrian gathering areas and spaces which promote social interaction, improved business patronage and greater civic identity.

Policy 4.1 Emphasize attractive and functional urban design in new development.

Action

4.1.1 Prepare comprehensive design guidelines, to guide new development, especially in commercial and industrial areas.

Policy 4.2 Enhance the landscape theme throughout public rights-of-way and at major City entrance points.

Action

4.2.1 Prepare a Master Landscape Concept Plan for Laguna Niguel that defines desired landscape improvements along City streets, major entrance points and at activity centers.

Policy 4.3 Require, where feasible, the development of open spaces and places for people to gather within commercial and office complexes.

- Policy 4.4** Provide, where feasible, pedestrian walkways and linkages between residential, commercial, office, open space/recreation facilities and other public places.

Action

- 4.4.1** Prepare and implement pedestrian access design guidelines for implementation in the development review process.

Goal 5 **Preservation and enhancement of the natural setting of the City.**

Intent

Over one third of the land area in Laguna Niguel is devoted to open space. A combination of parks, greenbelts, landscaped slopes, undeveloped hillsides, and sensitive open space corridors are provided throughout the City. It is this significant amount of open space in Laguna Niguel that establishes the open space character of the City. Residents desire to maintain and preserve the high quality open space areas in Laguna Niguel.

- Policy 5.1** Preserve existing sensitive open space areas within the City.

Actions

- 5.1.1** Establish a Conservation zoning designation over designated sensitive open space areas.
- 5.1.2** Ensure that land uses within designated and proposed scenic corridors are compatible with scenic enhancement and preservation.

- Policy 5.2** Ensure that adequate recreational and open space areas are provided.

Actions

- 5.2.1** Pursue development of active parks in the Galivan Basin.
- 5.2.2** Pursue development of active and passive parks on proposed sites the Capistrano Unified School District does not plan to develop.
- 5.2.3** Implement the City's Local Park Code to ensure that adequate open space and recreation amenities are provided, as part of all residential development proposals.

- Policy 5.3** Strive to maintain or improve the City's existing environmental quality.

Goal 6 **Enhanced community identity for residents, visitors and commuters.**

Intent Laguna Niguel is composed of several individual planned communities. For this reason, the City lacks a comprehensive design theme or common design elements. The City desires to have a greater sense of community identity. This can be accomplished through the creation of unifying design elements such as City signage, median improvements, entry gateways, the development of pedestrian gathering areas and the provision of distinctive street furniture.

Policy 6.1 Provide for the development of pedestrian gathering areas to promote social interaction.

Actions

6.1.1 Require pedestrian amenities and public gathering areas to be part of new commercial development.

6.1.2 Establish Citywide design themes for signage and major activity centers.

Goal 7 **A mix of retail, office and hotel/motel land uses on the undeveloped Country Village parcel.**

Intent Country Village Planning Area A-1 is one of the largest undeveloped non-residential parcels of land in the City. The site is bounded by the Plaza de La Paz Shopping Center to the east and the Narland Business Center to the south. The site has good visibility and access to the San Joaquin Hills Transportation Corridor. The site is compatible for the development of commercial land uses. These commercial land uses would generate additional jobs and revenue for the City. Plazas and other pedestrian gathering areas should be incorporated into any development in this area. The Aliso Creek Corridor is located immediately west of the site. The Aliso Creek Corridor is a regional open space corridor that extends from the Santa Ana Mountains to the Pacific Ocean. It contains several recreational opportunities. Any development on the Country Village site should consider providing pedestrian linkages to the Aliso Creek corridor.

Policy 7.1 Provide for the development of a mix of retail, office and hotel/motel land uses.

Actions

7.1.1 Establish zoning districts that allow for the development of retail, office and hotel/motel land uses.

- 7.1.2 Work with the property owners of the Country Village Planning Area A-1 to prepare detailed plans for the area which should include pedestrian linkages to the Aliso Creek Corridor and Public Plaza areas.

Goal 8 Revitalization of Camino Capistrano/Cabot Road Business Area.

Intent

The Camino Capistrano/Cabot Road Business Area contains one of the largest concentrations of industrial and commercial land uses in the City. A considerable amount of Laguna Niguel's sales tax revenue is generated in this area. The area is predominantly built out. Over the last few years, the area has taken on a more retail commercial character. A narrow strip of commercial and industrial uses is located along Camino Capistrano. Many of these uses are characterized by inappropriate signage, deficient circulation and infrastructure and inadequate parking. The area has good visibility from I-5 and from the planned alignment of the San Joaquin Hills Transportation Corridor. Additionally, the Galivan Flood Control Basin has been identified as a potential site for the development of a commuter rail station.

The Camino Capistrano/Cabot Road Business area offers new development opportunities through the annexation and development of a vacant parcel adjacent to the southeastern boundary of the City. Other development opportunities are available through the intensification, revitalization or redevelopment of existing land uses in the area. It is important that the City stimulate private investment in the area.

Policy 8.1 Ensure that high quality urban design is incorporated into the project area.

Action

8.1.1 Prepare specialized urban design standards and sign design guidelines tailored to the unique needs and characteristics of the area.

Policy 8.2 Enhance where feasible local and regional circulation in the area.

Actions

8.2.1 Coordinate with the County of Orange on the extension of Cabot Road and the construction of the San Joaquin Hills Transportation Corridor.

8.2.2 Coordinate with other jurisdictions on regional and local circulation improvements in the project area, particularly the City of Mission Viejo on circulation improvements to the north and east.

8.2.3 Coordinate with appropriate agencies on the development of a commuter rail station within the Galivan Flood Control basin.

- Policy 8.3** Allow for the redevelopment or reuse of existing commercial and industrial uses along with the phasing of adequate infrastructure and other needed public facilities.

Action

- 8.3.1** Prepare a special study for the Camino Capistrano/Cabot Road Business Area including a thorough review of potential transportation improvements to allow floor area ratios in the area to be maximized beyond the maximum FAR of 1.0 (assuming the satisfaction of required conditions) by considering options such as the transfer of development rights, without compromising circulation goals. The special study shall also address the possibility of preparing a Specific Plan or a Redevelopment Plan for the area.

- Policy 8.4** Enhance riding, biking and bikeway opportunities within the project area.

Action

- 8.4.1** Through the site plan approval process, ensure that pedestrian and bicycle linkages are provided from existing and future land uses to the Oso Creek Regional Riding and Hiking Trail.

Goal 9 **Enhancement of The Town Center.**

Intent

The Town Center area of Laguna Niguel is identified as one of the primary focal points of the community. However, the area suffers from a number of constraints that prohibit the attainment of its market potential. Although the structures in the Town Center are relatively new, many of the uses were developed at a relatively low level of intensity. The land uses in the Town Center are located within their own enclaves, separated from each other by parking lots, landscaping and arterial roads. The area has poor pedestrian circulation. The Town Center also lacks a comprehensive design theme and pedestrian-oriented spaces for people to gather and interact. It has very little activity during evening hours.

The Town Center area presently includes several County buildings and uses. These uses may relocate. The Laguna Niguel City Hall facilities could relocate into the Town Center area. Laguna Niguel's intent is to allow the area to become a civic focal point.

- Policy 9.1** Allow for the reuse of existing developed properties.

- Policy 9.2** Enhance pedestrian circulation through the construction of pedestrian walkways and paths.

- Policy 9.3** Encourage the development of new land uses that provide both daytime and evening activities.
- Policy 9.4** Ensure high quality urban design in the Town Center area.

Actions

- 9.4.1** Encourage a diverse mixture of land uses including specialty retail offices and entertainment uses in the Town Center area.
- 9.4.2** Coordinate with the County of Orange on the potential plans for the relocation of the existing County facilities from the Town Center area to another site and the potential reuse of the Town Center site for the Laguna Niguel City Hall.

V. CITYWIDE AND COMMUNITY PROFILE ANALYSIS

The City of Laguna Niguel consists of 9,421 acres, or 14.72 square miles, and is located in the southwestern area of Orange County. The City is bounded by the City of Dana Point to the south; the City of San Juan Capistrano to the east; the County of Orange (Aliso and Woods Canyon Regional Park), the planned community of Aliso Viejo, and the City of Laguna Beach to the west; and the cities of Laguna Hills and Mission Viejo and a small area of unincorporated Orange County to the north. Regional access to the City is mainly provided by Interstate 5 (I-5). Over the last ten years Laguna Niguel and the surrounding Southern Orange County region has experienced an unprecedented rate of growth. Concurrent with this fast rate of growth, have been a significant increase in traffic congestion along the south Orange County segment of I-5. In an effort to enhance regional access, County transportation organizations have proposed construction of the San Joaquin Hills Transportation Corridor and the Moulton Parkway/Golden Lantern improvements. Both of these transportation facilities are designed to facilitate regional access to and from Laguna Niguel, as well as other nearby communities.

The land use pattern within Laguna Niguel is the result of several master planned communities and specific plans that were approved by the County of Orange over the last twenty years, prior to the City's incorporation. Each of the planned communities prescribes specific land uses, site development standards, circulation routes, and infrastructure systems. Almost eighty-eight percent of Laguna Niguel is presently developed. The majority of the remaining vacant land in the City has approved development agreements or other entitlement.

Laguna Niguel is predominantly a "bedroom" community with residential uses accounting for approximately sixty percent of the total land area. Most of the residential uses are concentrated in well-defined areas linked together by parks, greenbelts, and curvilinear landscaped streets.

Over one-third of the City is devoted to open space. A combination of regional parks, community parks, neighborhood parks, private recreation facilities, open space corridors, greenbelts and landscaped slope banks are provided throughout the City. This large amount of open space establishes the open space character of the City.

Retail, office, industrial and public/institutional land uses currently comprise only eight percent of the total land area of the City. Most of the retail land uses in the City are situated within neighborhood and community shopping centers. The majority of the office and industrial uses in the City are located within the Country Village/Narland Business Center, Town Center, and Camino Capistrano/Cabot Road Business Area. The Town Center area consists of a concentrated mix of office, public facility, retail, and restaurant uses. The Country Village/Narland Business Center and the Camino Capistrano/Cabot Road Business Area include a mix of retail, office, and light industrial land uses.

Community Profile Areas



For comprehensive planning purposes, the City of Laguna Niguel has been separated into 14 Community Profile Areas. By separating the City into profile areas a much more manageable approach to community planning can be accomplished and subsequently implemented. The Community Profile Map for the City is presented on Figure LU-5.

The delineation of the 14 Community Profile Areas was based upon factors that demonstrate common orientation or similar characteristics. These factors include land use type, planning area boundaries, major street boundaries, natural features, homeowner association boundaries and Traffic Analysis Zones (TAZ). The intent of the profile areas has been to provide subareas of the community for statistical analysis as well as to identify localized concerns.

The Community Profile Area analysis provides the framework for the formulation of City goals, policies and implementation actions at a profile area level. In some cases broad citywide policies may not clearly address issues unique to a specific profile area. The Community Profile Area analysis identifies these issues and provides the basis for the formulation of appropriate implementation actions.

Each of the profile areas is provided with a setting description and summaries of land use, public facilities and socioeconomic data. Within each of the profile areas sub profile area analyses are provided. These sub profile area analyses provide a database of major land uses and gives context to their distribution.

In addition, each sub profile area analysis summarizes the existing and projected development. The summaries include either a statement that the sub profile area is built out with no additional residential or non-residential development projected, or a statement of the maximum future development of residential units or commercial square footage. The projection of maximum future development sets the land use limits within each sub profile area. Community Profile Areas 3 and 4 have some profile areas which also use floor area ratios to specify commercial intensity limits. Floor area ratio (FAR) is defined as the ratio of gross building square footage to the buildable lot area. Buildable lot area is the net parcel area less any slope areas greater than 2:1. Areas greater than 2:1 slope will be calculated based on the topography of the site after grading has been completed. The square footage limitations set forth in this plan are gross square feet.

When the General Plan was prepared, the land use limits established in the Land Use Element were used to conduct the necessary analyses, including, but not limited to the Traffic Model and the Economic Study. Therefore, development applications which exceed the land use limits, will require a General Plan Amendment and analysis of the impacts of the proposed changes. However, in commercial centers, changes of ten percent (10%) or less and periodic administrative evaluation of the Statistical Summaries based on existing conditions may be approved administratively by the Community Development Director, provided that: (1) the project will not significantly impact traffic circulation, including associated Circulation Element roadway segments and intersections; and, (2) there are adequate public facilities, either existing or proposed, to meet any additional facility demands generated by the project.

In Community Profile Areas 3 and 4, baseline FAR's of .30 or .35 may be exceeded, provided the applicant can satisfy specific conditions. If these conditions are satisfied the maximum permitted FAR in Community Profile Areas 3 and 4 is 1.0. The special study for the Camino Capistrano/Cabot Road Business Area will include a thorough review of transportation improvements which may allow FARs in the area to be maximized beyond the .30-1.0 range.

A. Community Profile Area 1

Setting

Community Profile Area 1 includes 320 acres and is located within the northwestern portion of the City. The profile area, shown on Figure LU-6, is bounded by Pacific Park Drive to the north, Laguna Niguel Regional Park to the south, proposed Alicia Parkway alignment to the west and La Paz Road to the east. An interchange for the San Joaquin Hills Transportation Corridor is planned to the north of the profile area on La Paz Road.

Community Profile Area 1 is one of the largest business districts in the City. The profile area includes the Chet Holifield Federal Building which is a Laguna Niguel landmark. A combination of retail, restaurant, and office land uses are provided throughout the profile area. Additionally, the profile area includes over 85 acres of vacant land that is planned for retail and office development.

As of January 1992, Profile Area 1 included 1,846,488 sq. ft. of commercial development. The General Plan forecasts an additional 2,233,410 sq. ft. of commercial development for Area 1 for a total of 4,079,898 sq. ft. of commercial development at build-out. Area 1 is anticipated to be the major employment center in the community, with a projected 13,056 employees at build-out.

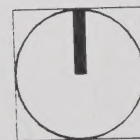
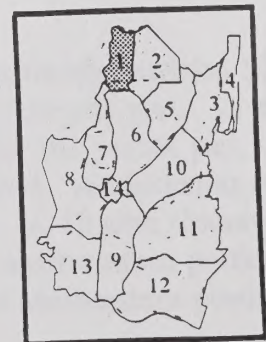
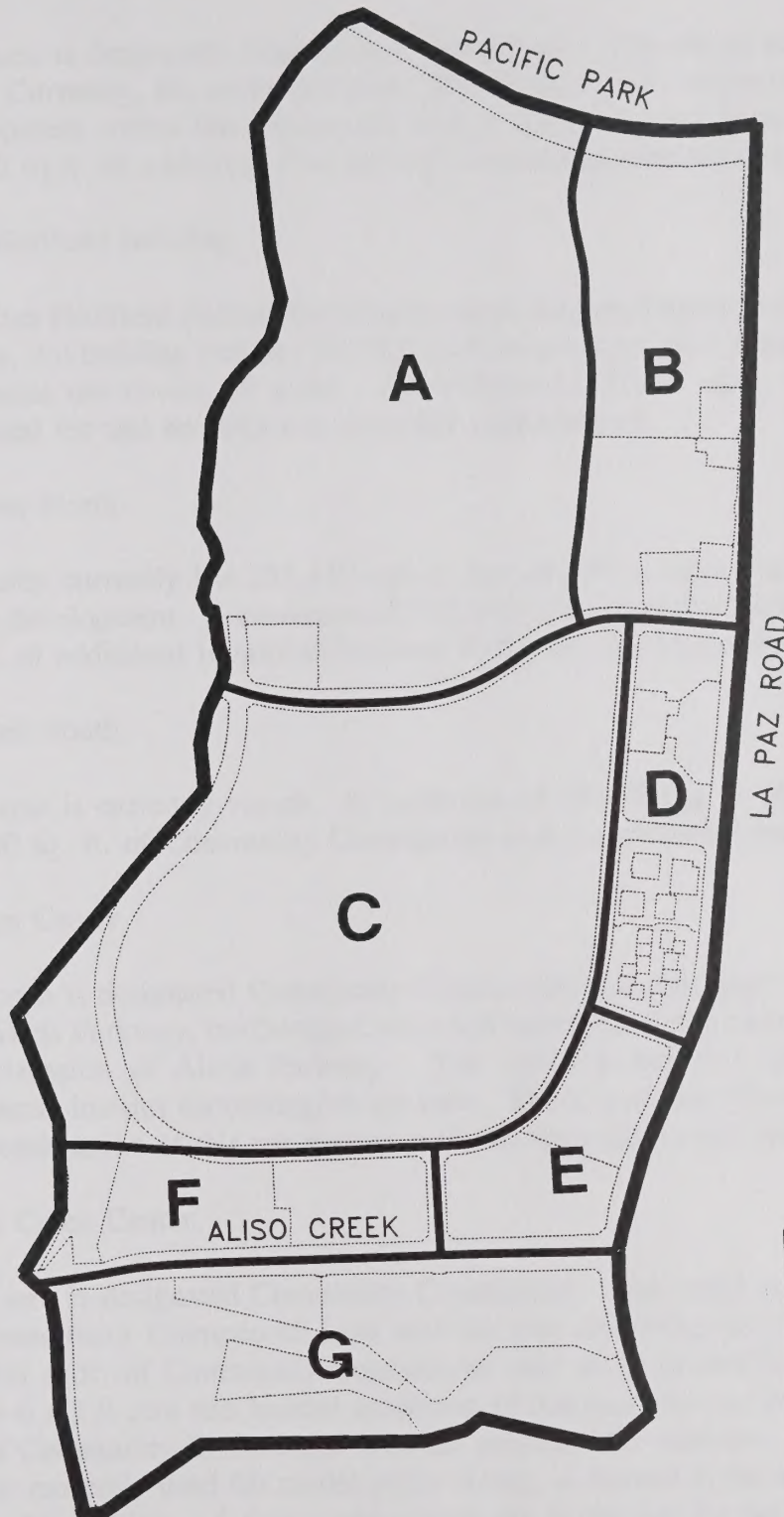
Sub Profile Analysis

A. S & S Commercial

This sub area includes one of the largest undeveloped areas in the City. A maximum future development including 544,500 sq.ft. of Community Commercial use and 653,400 sq. ft. of Professional Office use is projected for this sub area. In addition, a hotel of up to 150 rooms (75,000 sq. ft.) is projected for this area. Alternatively, a maximum of 925,650 sq. ft. to include only Community Commercial uses would be permitted within the sub area. Vehicular access will be enhanced by the future Alicia Parkway and Pacific Park roadway extensions to the north and west respectively. Regional access to the site will also be improved by the construction of the San Joaquin Hills Transportation Corridor, which will have an interchange north of the site at La Paz Road. The southwestern portion of the sub profile area includes Southern California Edison's Niguel substation and the mechanical equipment area for the Chet Holifield Federal Building which are designated as Public/Institutional uses.

COMMUNITY PROFILE AREA 1

Sub Profile Areas



LU-6

SCALE IN FEET
0 1000 2000 3000

B. Plaza De La Paz Center

This area is designated Community Commercial. It is one of the largest retail centers in the City. Currently, the center includes 291,830 sq.ft. of Community Commercial uses. Future development within this sub profile area is limited to two vacant pad sites. A maximum of 10,850 sq.ft. of additional Community Commercial uses are projected for Plaza de La Paz.

C. Chet Holifield Building

The Chet Holifield Federal Building is one of Laguna Niguel's earliest landmarks. Built in the 1960's, this building includes 980,000 sq.ft. of governmental office (Public/Institutional use) and the entire site covers 85 acres. An additional 300,000 sq.ft. of Professional Office use is projected for this site which is currently underutilized.

D. Birtcher North

This area currently has 258,410 square feet of office, light manufacturing, and governmental office development. A maximum of 155,440 sq.ft. of additional Professional Office and 77,720 sq. ft. of additional Industrial/Business Park uses are projected for the site.

E. Birtcher South

This area is currently vacant. A maximum of 300,000 sq. ft. of Professional Office uses and 74,500 sq. ft. of Community Commercial uses are projected for the site.

F. Design Center

This area is designated Community Commercial. Located near the intersection of Aliso Creek and Alicia Parkway, the Design Center will benefit from the improvement of the intersection and the extension of Alicia Parkway. The center is built-out and includes 210,258 sq.ft. of wholesale interior decorating/design uses. The Community Commercial designation will allow the continuation of this use pattern and will also allow retail sales within the sub area.

G. Aliso Creek Center

This area is designated Community Commercial. The center currently includes 105,990 sq.ft. of Community Commercial uses and has one remaining undeveloped pad. A maximum of 30,000 sq.ft. of Community Commercial uses are projected for the vacant pad. In addition, there is a 3.9 acre site located southwest of that undeveloped pad. A maximum of 12,000 sq. ft. of Community Commercial uses are projected for that site. A 19-acre County-owned site, that is currently used for model glider flying, is located in the southwestern portion of this sub area. In addition, a 5.6-acre active park site is planned for the southeastern portion of the sub area behind the shopping center.

	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)			Note
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. S&S Commercial	0	0	0	0	1,272,900	1,272,900	
B. Plaza de la Paz Center	0	0	0	291,830	302,680	10,850	
C. Chet Holifield Bldg	0	0	0	980,000	1,280,000	300,000	
D. Birtcher North	0	0	0	258,410	491,570	233,160	
E. Birtcher South	0	0	0	0	374,500	374,500	1
F. Design Center	0	0	0	210,258	210,258	0	
G. Aliso Creek Center	0	0	0	105,990	147,990	42,000	
TOTAL	0	0	0	1,846,488	4,079,898	2,233,410	
	Population			Employment			
TOTAL	0	0	0	5,712	13,056	7,344	

1. It is projected that Birtcher South will include a future movie theater with 1800 seats. The movie theater is included in the Commercial square footage above.

Public Facilities	Sq. Ft.	Schools	Students	Parks	Acre
1.SCE Substation				1.Active Park Site	5.6
2.Chet Holifield Federal Building Mech. Equip.				2.County Owned Site	19.0

B. Community Profile Area 2

Setting

Community Profile Area 2 includes 574.5 acres and is located in the northwestern area of Laguna Niguel. The profile area, shown on Figure LU-7, is generally bounded by Pacific Park Drive (Aliso Viejo) to the north, Yosemite Road to the south, La Paz Road to the west and Laguna Hills to the east.

The profile area is planned to be developed mainly with Residential Detached and Residential Attached land uses. A maximum of 1,533 additional residential units are projected for Area 2. A small area (approximately 7 acres) designated for Professional Office and Industrial/Business Park use is located in the northwestern portion of the profile area.

Three existing public park sites and numerous existing private recreation facilities are located within the profile area. Profile Area 2 also includes County Fire Station 39, the Moulton Niguel Water District offices, and a Pacific Bell sub station. Additionally, one school site and a Senior Center are planned within the profile area.

A segment of the San Joaquin Hills Transportation Corridor will traverse the northeasterly boundary of the profile area.

Sub Profile Area Analysis

A. Casa La Paz

The entire area is designated Residential Attached and consists of the Casa la Paz, Village La Paz and Village Niguel Terrace communities. The sub area is built-out and includes 392 dwelling units, three private recreation facilities and the 5.6 acre Aliso Niguel Park.

B. Laguna Gardens

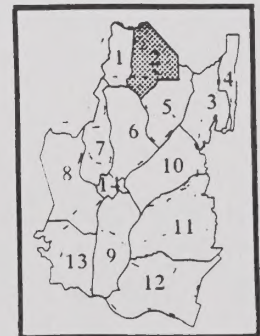
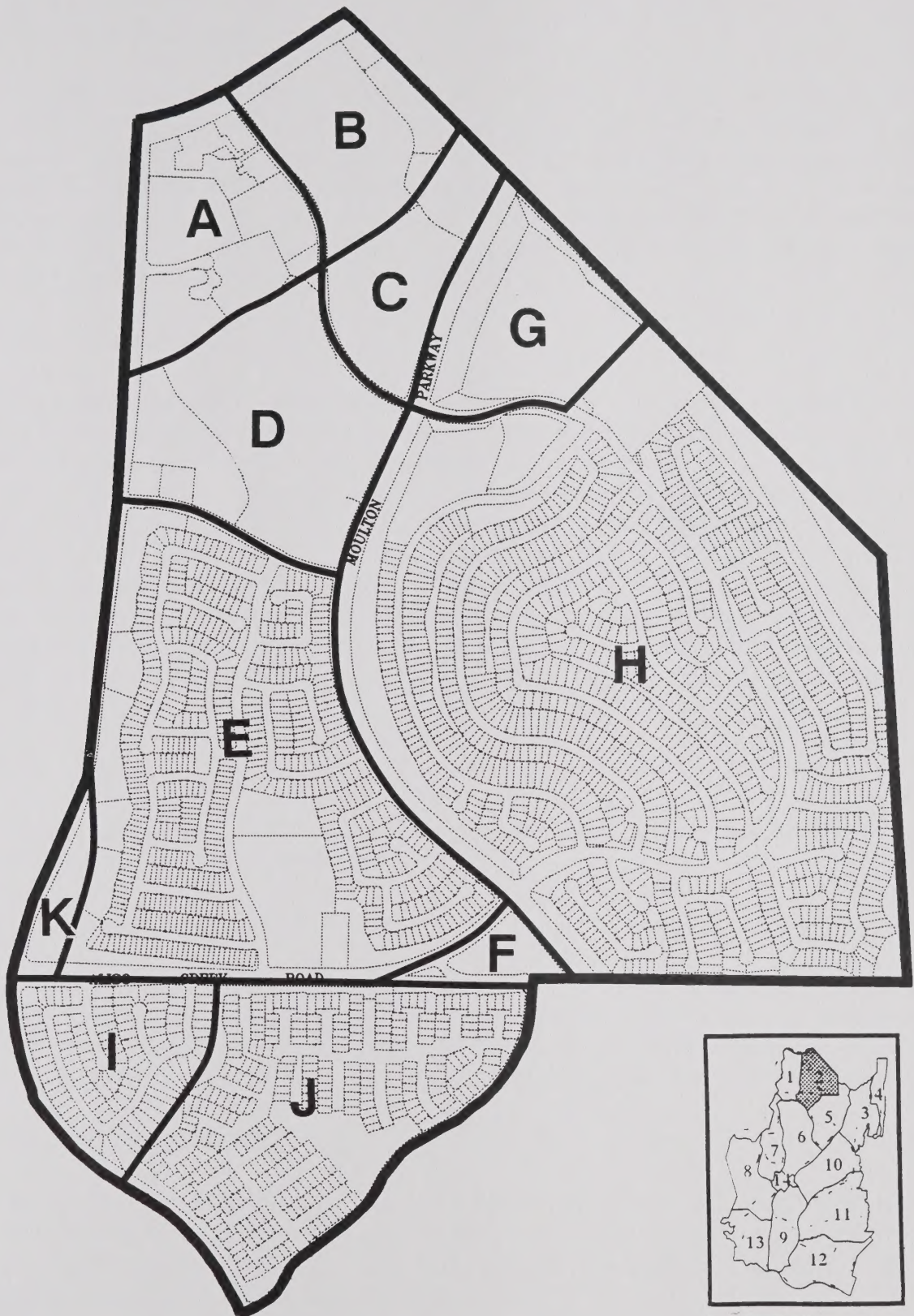
This area is designated Residential Attached and includes the Laguna Gardens neighborhood. The area is built-out with 372 dwelling units, and a private recreation facility. Additionally, a southbound off ramp for the San Joaquin Hills Corridor is planned along the northeastern boundary of this sub area.

C. Aliso Niguel Terrace II

This sub area is designated Residential Attached and includes the neighborhood of Aliso Niguel Terrace II. This area is built-out with 243 dwelling units, and a private recreation facility. This area is adjacent to a southbound off ramp for the San Joaquin Hills Transportation Corridor.

COMMUNITY PROFILE AREA 2

Sub Profile Areas



LU-7

SCALE IN FEET
0 1000 2000 3000

D. Village Niguel Gardens.

This area is designated Residential Attached, Professional Office, Industrial/Business Park, and Public/Institutional. The residential area includes the Village Niguel Gardens neighborhood with 87 existing units and a private recreation facility. A maximum of 226 additional attached units are projected for this sub area. The Professional Office and Industrial/Business Park area is projected for a maximum of 54,000 sq.ft. of future development. The Public/Institutional designated area includes the Moulton Niguel Water District offices and County Fire Station No. 39.

E. Village Niguel Heights

This sub area includes Residential Detached, Residential Attached, Public/Institutional, and Parks and Recreation land uses. The Residential Detached area covers the majority of this sub area. There are 193 existing and a maximum of 141 projected detached units. The Residential Attached area includes the Village Niguel Heights neighborhood which has 144 existing dwelling units. A maximum of 34 additional attached units are projected for this sub area. A future elementary school is planned for the Public/Institutional area. If the Capistrano Unified School District does not build a school on this site, it could provide an opportunity for an additional active park site. An existing telephone sub station is located east of the school site. The Park and Recreation area includes a 2.7 acre park site, for the Niguel Heights Park, which is currently unimproved.

F. Senior Center

This area is currently vacant and is planned for the City's Senior Center. A maximum of 14,060 sq.ft. is projected for the facility.

G. S&S Residential Attached

This sub area is designated Residential Attached and is currently vacant. A maximum of 173 attached units is projected for this sub area. A private recreation facility will accompany the proposed development. The San Joaquin Hills Transportation Corridor is immediately east of the area. The Public/Institutional use is a water storage tank.

H. S&S Residential Detached

This area is designated Residential Detached and is currently vacant. A maximum of 959 detached residential units is projected for this area. Two proposed private recreation areas are also projected. The San Joaquin Hills Transportation Corridor will be developed along the area's eastern boundary.

I. Lake Chateau

This area is designated Residential Detached and includes the Lake Chateau neighborhood. The development is built-out and has 110 dwelling units.

J. Lake Park

This area contains Park and Recreation and Residential Detached land uses. The existing residential development is built-out and includes 303 dwelling units which surround the public 5.4 acre Yosemite Park.

K. La Paz Road East Commercial

This sub area includes the existing Neighborhood Commercial area at the northeast corner of La Paz Road and Aliso Creek Road. The sub area is currently built-out with 36,800 sq. ft. of Neighborhood Commercial uses.

COMMUNITY PROFILE AREA 2 STATISTICAL SUMMARY

	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)		
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth
A. Casa La Paz	392	392	0	0	0	0
B. Laguna Gardens	372	372	0	0	0	0
C. Aliso Niguel Terrace II	243	243	0	0	0	0
D. Village Niguel Gardens	87	313	226	0	54,000	54,000
E. Village Niguel Heights	337	512	175	0	0	0
F. Senior Center	0	0	0	0	0	0
G. S&S Res Attached	0	173	173	0	0	0
H. S&S Res Detached	0	959	959	0	0	0
I. Lake Chateau	110	110	0	0	0	0
J. Lake Park	303	303	0	0	0	0
K. La Paz Rd. East Comm	0	0	0	36,800	36,800	0
TOTAL	1,844	3,377	1,533	36,800	90,800	54,000
	Population			Employment		
TOTAL	4,333	7,936	3,603	113	360	247
Public Facilities (not incl. in comm sq.ft)	Sq. Ft.	Schools	Students	Parks	Acres	
1. Fire Station 39	1,440	1. Future Elementary	710	1. Aliso Niguel	5.6	
2. Moulton - Niguel Water District Offices	6,350			2. Niguel Heights	2.7	
3. Pacific Bell Sub Station	21,000			3. Yosemite	5.4	
4. Senior Center	14,060					
5. Water Storage Tank						

C. Community Profile Area 3

Setting

Community Profile Area 3 consists of 586 acres and is located in the northeastern area of Laguna Niguel. The profile area, shown on Figure LU-8, is generally bounded by unincorporated Orange County and the City of San Juan Capistrano to the south, the City of Laguna Hills to the north, Crown Valley Parkway and Moulton Parkway to the west and Cabot Road to the east.

The profile area has a rolling topography with extended views to the east and west. It is designated mainly for Residential Detached and Residential Attached housing. The existing homes in the profile area are well established with large lots and mature landscaping.

The largest concentration of commercial uses is within the Rancho Niguel Center located at the intersection of Crown Valley Parkway and Greenfield Drive. This area experiences a significant amount of traffic congestion, especially near the intersection of Greenfield and Crown Valley. Future development will incrementally add to the congestion in the area.

The profile area contains private recreation facilities and the Niguel Hills Middle School site that provide recreational opportunities for residents. A network of riding, hiking and equestrian trails is located within the southeastern portion of the profile area providing linkages to park sites and open space in other areas of the City.

A segment of the San Joaquin Hills Transportation Corridor extends through the profile area. An interchange for the San Joaquin Hills Transportation Corridor is on Greenfield Drive. A 169-space parking lot, for the exclusive use of park-and-ride commuters, is located in the northern portion of the profile area close to the San Joaquin Hills Transportation Corridor interchange. In addition, 135 spaces in the parking lot of the commercial center located west of Greenfield Drive and north of Rancho Niguel Drive, are provided for non-exclusive use as an expanded park-and-ride lot.

Sub Profile Area Analysis

A. Crown Valley and Cabot Road

This area is designated Community Commercial; Professional Office: Public/Institutional and Open Space, and includes the steep slopes north of Crown Valley Parkway, west of Cabot Road. The area is currently vacant. The permitted floor area ratio within the sub profile area is 1.0. A maximum of 304,920 sq.ft. of Community Commercial and Professional Office use is projected in this sub area.

B. Rancho Niguel Center

This sub area is designated for Community Commercial and Public Institutional land uses. The Rancho Niguel Center is one of the largest commercial centers in Laguna Niguel and is designated Community Commercial. The center consists of 306,381 sq.ft. of retail and office uses including a 2,214 seat movie theater. A maximum of 106,850 sq.ft. of additional Community Commercial uses are projected for this area. An interchange for the San Joaquin Hills Transportation Corridor is planned at Greenfield Drive. A 169-space park-and-ride lot, for the exclusive use of commuters, is located just west of the Public/Institutional use which includes the water storage tanks. In addition, 135 spaces in the parking lot located west of Greenfield Drive and north of Rancho Niguel Drive, are designated for non-exclusive use by park-and-ride commuters.

C. Rolling Hills

This area is designated Residential Detached and includes the neighborhood of Rolling Hills. This development is built-out with 320 dwelling units. The Rolling Hills area contains a private park and recreation site.

D. Colinas de Capistrano

This sub area is designated Residential Detached and Residential Attached and consists of the neighborhoods of Sparrow Hill, Vista del Cerro, Villa de Cerise and Country View Estates. The area currently includes 468 detached units and 192 attached units. A small portion of the Residential Detached area is undeveloped and a maximum of 35 detached units is projected for that area.

E. Villa Mira

The area includes two residential communities, Villa Mira and Bridgeport Terrace and is designated Residential Attached. The developments are built-out with 264 dwelling units and private recreation areas. The San Joaquin Hills Transportation Corridor will be adjacent to the eastern boundary of this sub area.

F. Aloma Avenue

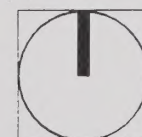
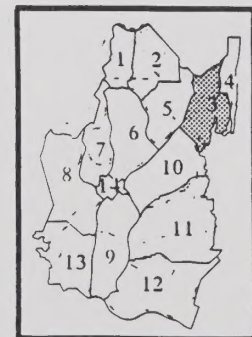
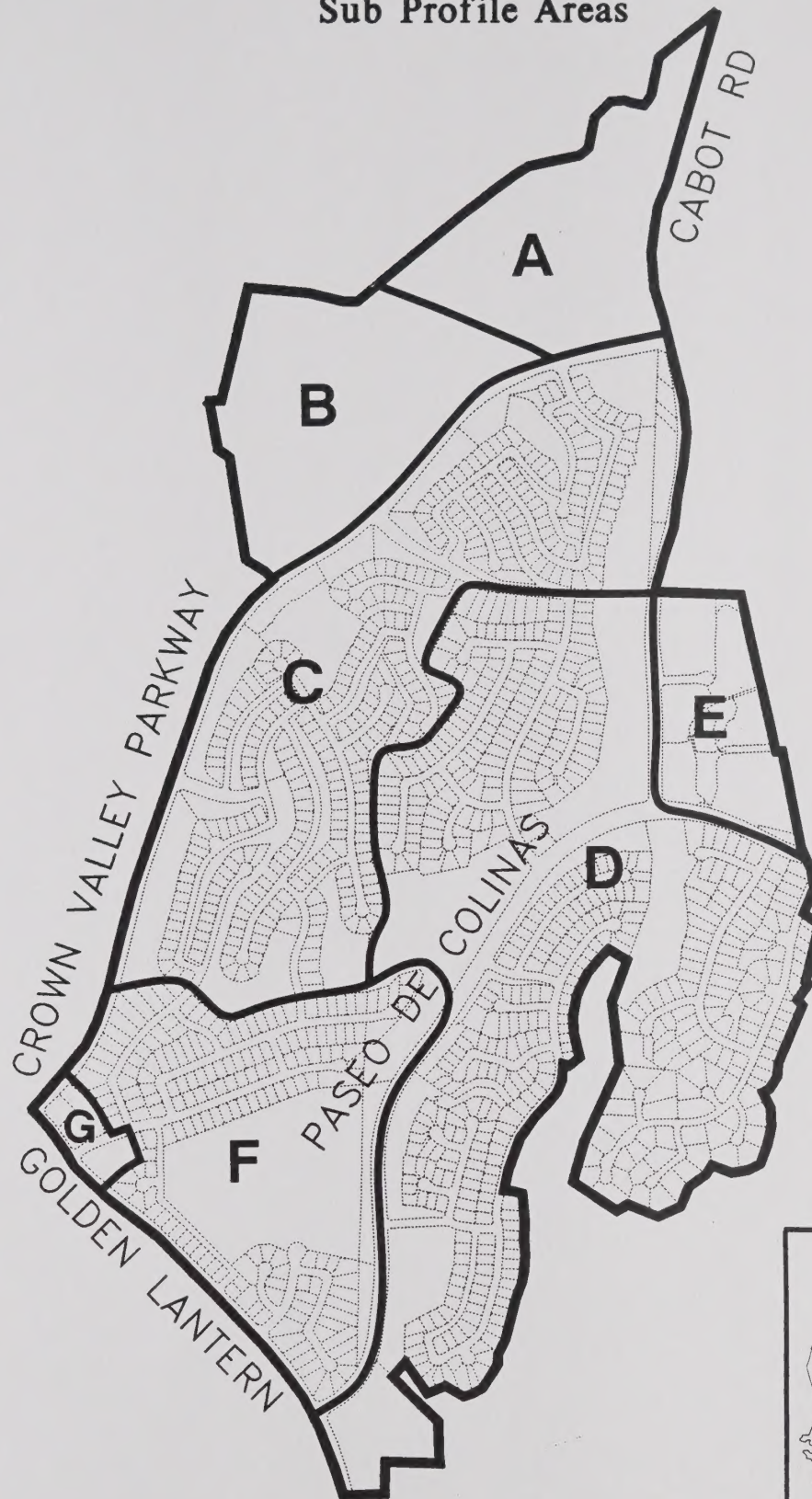
This area includes Residential Detached, and Public/Institutional land uses. The residential area is built-out with 174 detached dwelling units. The Public/Institutional Area is the Niguel Hills Middle School.

G. Aloma Avenue Commercial

This area includes the Community Commercial uses located both north and south of Aloma Avenue on Street of the Golden Lantern near Crown Valley Parkway. The sub area is currently built-out with 17,800 sq. ft. of Community Commercial uses.

COMMUNITY PROFILE AREA 3

Sub Profile Areas

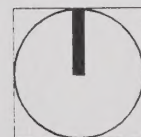
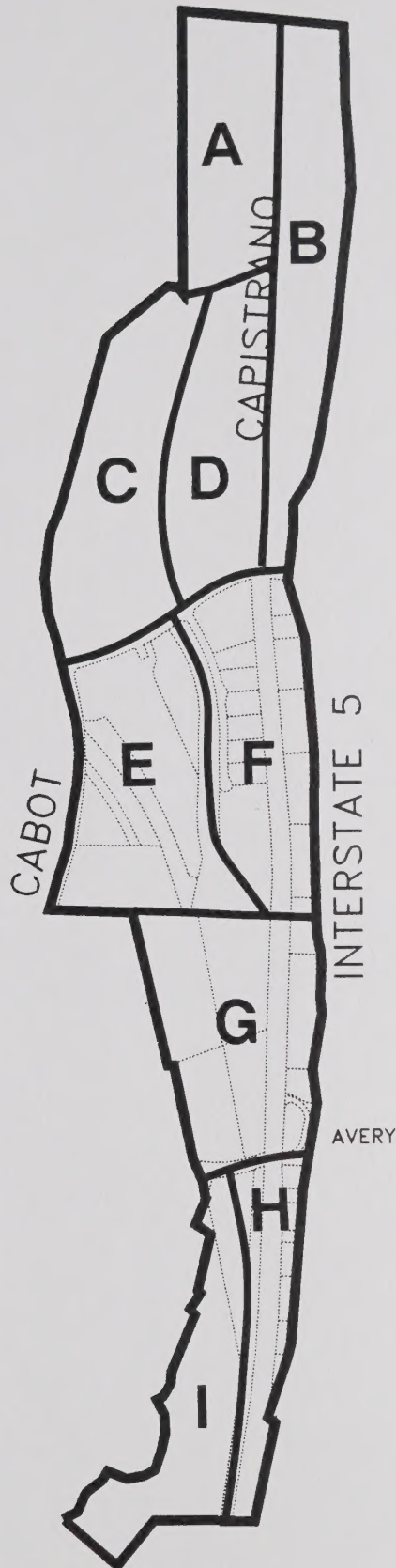


LU-8

The City of
LAGUNA NIGUEL
General Plan

COMMUNITY PROFILE AREA 4

Sub Profile Areas



LU-9

SCALE IN FEET
0 1000 2000 3000

COMMUNITY PROFILE AREA 3 STATISTICAL SUMMARY

	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 07/01/98	Gen Plan Projection	Projected Growth	
A. Crown Valley and Cabot Rd	0	0	0	0	304,920	304,920	
B. Rancho Niguel Center	0	0	0	306,381	413,231	106,850	1,2
C. Rolling Hills	320	320	0	0	0	0	
D. Colinas de Capistrano	660	695	35	0	0	0	
E. Villa Mira	264	264	0	0	0	0	
F. Aloma Avenue	174	174	0	0	0	0	
G. Aloma Ave. Commercial	0	0	0	17,800	17,800	0	3
TOTAL	1,418	1,453	35	324,181	735,951	411,770	
	Population			Employment			
TOTAL	3,332	3,414	82	748	1,157	409	

NOTES:

1. Rancho Niguel Center currently contains a movie theater with 2214 seats. The movie theater square footage is included in the commercial square footage above.
2. Rancho Niguel Center contains a gas station with car wash.
3. The Aloma Avenue sub area currently contains a service station.

Public Facilities	Sq.Ft.	Schools	Students	Parks	Acres
1. Water Storage Tanks		Niguel Hills Middle School	1,667		

D. Community Profile Area 4

Setting

Community Profile Area 4 encompasses 252.3 acres and is located in the northeastern area of Laguna Niguel. The profile area, shown on Figure LU-9, is generally bounded by the City of Mission Viejo to the north and east and unincorporated Orange County to the south. The southern link of the San Joaquin Hills Transportation Corridor extends through portions of the profile area before intersecting with I-5 south of Avery Parkway. The western and eastern areas of the profile area are physically separated by the AT&SF Railroad Line and Oso Creek.

The profile area is currently developed with office, retail and industrial land uses. Most of the land uses in the area have existed for several years. However, a relatively new office building and a Costco Wholesale Warehouse are located along Cabot Road, south of Crown Valley Parkway. A strip of retail, office, and industrial land uses is located in the eastern portion of the profile area, along Camino Capistrano. Many of the uses along Camino Capistrano are characterized by substandard lot sizes, inappropriate signage, poor access, and inadequate parking.

The southerly portion of the profile area, along Camino Capistrano, can only be accessed by Avery Parkway and Paseo de Colinas. The intersection at Avery Parkway/Camino Capistrano presently operates at a poor level of service. Several circulation improvements are planned within the profile area, including a connection between Camino Capistrano and Cabot Road just north of the Laguna Niguel City boundary in the City of Mission Viejo, and the widening of portions of Crown Valley parkway to eight lanes. A Commuter Rail Station site has been identified at the southern end of Forbes Road.

Much of the existing development within the profile area could possibly meet the state criteria for establishing a redevelopment project area. Through redevelopment, the City could help stimulate private investment.

Sub Profile Area Analysis

A. Galivan Basin

This sub area includes Open Space and Industrial/Business Park land uses. The Open Space serves as a flood control basin. A connection between Camino Capistrano and Cabot Road is planned north of the flood control basin in the City of Mission Viejo. The AT&SF Railroad traverses the eastern portion of the area.

The northwestern corner of the area includes a 3.7 acre vacant lot which is designated Industrial/Business Park; Professional Office; Community Commercial. A maximum of 78,351 sq.ft. of Industrial/Business Park use is projected within this sub area. The permitted floor area ratio within this Industrial/Business Park; Professional Office; Community Commercial designation is .6.

D. Community Profile Area 4

Setting

Community Profile Area 4 encompasses 252.3 acres and is located in the northeastern area of Laguna Niguel. The profile area, shown on Figure LU-9, is generally bounded by the City of Mission Viejo to the north and east and unincorporated Orange County to the south. The southern link of the San Joaquin Hills Transportation Corridor will extend through portions of the profile area before intersecting with I-5 south of Avery Parkway. The western and eastern areas of the profile area are physically separated by the AT&SF Railroad Line and Oso Creek.

The profile area is currently developed with office, retail and industrial land uses. Most of the land uses in the area have existed for several years. However, a relatively new office building and a Costco Wholesale Warehouse are located along Cabot Road, south of Crown Valley Parkway. A strip of retail, office, and industrial land uses is located in the eastern portion of the profile area, along Camino Capistrano. Many of the uses along Camino Capistrano are characterized by substandard lot sizes, inappropriate signage, poor access, and inadequate parking.

The southerly portion of the profile area, along Camino Capistrano, can only be accessed by Avery Parkway and Paseo de Colinas. The intersection at Avery Parkway/Camino Capistrano presently operates at a poor level of service. Several circulation improvements are planned within the profile area, including the extension of Cabot Road north to Mission Viejo, a connection between Camino Capistrano and Cabot Road just north of the Laguna Niguel City boundary in the City of Mission Viejo, and the widening of Crown Valley parkway to eight lanes. A candidate site for a transportation center is identified just south of the future Camino Capistrano/Cabot Road intersection.

The Camino Capistrano/Cabot Road Business Area is designated as an area for a future special study. That special study shall include a thorough review of potential transportation improvements to allow floor area ratios in the area to be maximized beyond the .30-.35 range, by considering options such as the transfer of development rights, without compromising circulation goals. The special study shall also address the possibility of preparing a Specific Plan or a Redevelopment Plan for the area.

Much of the existing development within the profile area could possibly meet the state criteria for establishing a redevelopment project area. Through redevelopment, the City could help stimulate private investment.

B. Camino Capistrano North

The sub area currently includes 227,500 sq.ft. of office, retail, utility, and industrial uses. A maximum of 175,430 sq.ft. of additional Industrial/Business Park, Professional Office, and Community Commercial uses are projected for this sub area. The baseline permitted floor area ratio within the sub profile area is .35 for Office, Industrial and Business Park, and Community Commercial Uses. The Public/Institutional use is the San Diego Gas & Electric Company sub station on Camino Capistrano.

Specific developments may be permitted to exceed the baseline FAR, up to a maximum FAR of .5, if the project exceeds 2 acres in size, and the applicant successfully demonstrates that:

1. The proposed development substantially advances the objectives of the Laguna Niguel Gateway Specific Plan;
2. The proposed development results in the most desirable land uses envisioned in the respective Land Use Designations of the Laguna Niguel Gateway Specific Plan;
3. The proposed development results in significant improvement over existing site and building conditions creating exceptionally high quality development in terms of site planning, architecture, circulation, landscaping, signs, pedestrian amenities and other design elements; and,
4. The proposed development implements all provisions of the Laguna Niguel Gateway Specific Plan applicable to the project site.

C. Cabot Road North

The sub area currently includes 75,830 sq.ft. of office and commercial uses. A maximum of 371,567 sq.ft. of Community Commercial; Professional Office; Public/Institutional uses, including a 300-room hotel, is projected for this subarea. The baseline permitted floor area ratio within the sub profile area is .5.

Specific developments may be permitted to exceed the baseline FAR, up to a maximum FAR of .6, if the project exceeds 3 acres in size, or up to a maximum FAR of 1.0, if the project exceeds 5 acres in size, and the applicant successfully demonstrates that:

1. The proposed development substantially advances the objectives of the Laguna Niguel Gateway Specific Plan;
2. The proposed development results in the most desirable land uses envisioned in the respective Land Use Designations of the Laguna Niguel Gateway Specific Plan;
3. The proposed development results in significant improvement over existing site and building conditions creating exceptionally high quality development in terms of site planning, architecture, circulation, landscaping, signs, pedestrian amenities and other design elements; and,

4. The proposed development implements all provisions of the Laguna Niguel Gateway Specific Plan applicable to the project site.

D. Forbes Road North

The sub area currently includes 271,179 sq.ft. of office, retail, and industrial uses. A maximum of 522,049 sq.ft. of additional Community Commercial; Professional Office; Public/Institutional uses are projected for the sub area. The baseline permitted floor area ratio within the sub profile area is .5. The AT&SF Railroad runs along the eastern portion of the sub area.

Specific developments may be permitted to exceed the baseline FAR, up to a maximum FAR of .6, if the project exceeds 3 acres in size, or up to a maximum FAR of 1.0, if the project exceeds 5 acres in size, and the applicant successfully demonstrates that:

1. The proposed development substantially advances the objectives of the Laguna Niguel Gateway Specific Plan;
2. The proposed development results in the most desirable land uses envisioned in the respective Land Use Designations of the Laguna Niguel Gateway Specific Plan;
3. The proposed development results in significant improvement over existing site and building conditions creating exceptionally high quality development in terms of site planning, architecture, circulation, landscaping, signs, pedestrian amenities and other design elements; and,
4. The proposed development implements all provisions of the Laguna Niguel Gateway Specific Plan applicable to the project site.

E. Cabot Road South

This sub area consists of two land use classifications: Open Space and Community Commercial; Professional Office; Public/Institutional. The sub area currently includes 381,854 sq.ft. of restaurant, retail, storage and office uses. The permitted floor area ratio within the subprofile area is 1.0. A maximum of 509,384 sq.ft. of Community Commercial; Professional Office; Public/Institutional uses are projected in this sub area. The San Joaquin Hills Transportation Corridor bisects this sub area as it turns south to join with Interstate 5.

F. Forbes Road South

The area on the south and east side of Forbes Road is designated for Community Commercial; Professional Office; Public/Institutional uses. The area on the east side of Camino Capistrano is designated for Community Commercial uses. The sub area currently includes a total of 109,256 sq.ft. of office and retail uses along Forbes Road, and 164,841 sq.ft. of retail and commercial service uses along Camino Capistrano. The sub area also contains the site of the Metrolink Commuter Rail Station, which is located at the southerly terminus of Forbes Road. The baseline permitted floor area ratio for the Forbes Road portion of the sub area is .5. A maximum of an additional 482,724 sq.ft. of Community Commercial; Professional Office; Public/Institutional uses are projected for the area. Specific

developments within the Forbes portion of the sub area may be permitted to exceed the baseline FAR, up to a maximum FAR of .6, if the project exceeds 3 acres in size, or up to a maximum FAR of 1.0, if the project exceeds 5 acres in size, and the applicant successfully demonstrates that:

1. The proposed development substantially advances the objectives of the Laguna Niguel Gateway Specific Plan;
2. The proposed development results in the most desirable land uses envisioned in the respective Land Use Designations of the Laguna Niguel Gateway Specific Plan;
3. The proposed development results in significant improvement over existing site and building conditions creating exceptionally high quality development in terms of site planning, architecture, circulation, landscaping, signs, pedestrian amenities and other design elements; and,
4. The proposed development implements all provisions of the Laguna Niguel Gateway Specific Plan applicable to the project site.

The permitted floor area ratio for the Camino Capistrano portion of the subprofile area is .35. A maximum of an additional 62,629 sq.ft. of Community Commercial uses are projected for the area.

G. Camino Capistrano East

The developed portion of this sub area is designated Community Commercial. The area currently includes a 32,235 sq.ft. automobile dealership. A maximum of 13,503 square feet of additional Community Commercial uses are projected for the site. The permitted floor area ratio within the subprofile area is .35. The area to the west of Camino Capistrano is designated Open Space where the Oso Creek channel exists. The AT & SF Railroad is located on the west side of Camino Capistrano. The San Joaquin Hills Transportation Corridor extends through the area.

H. Camino Capistrano South

This area is designated Community Commercial and currently includes 48,318 sq.ft. of Community Commercial uses. A maximum of 9,835 sq.ft. of additional Community Commercial uses is projected for this sub area. Included in that floor area is a 150 room hotel. The baseline permitted floor area ratio within the sub profile area is .35.

Specific developments may be permitted to exceed the baseline FAR, up to a maximum FAR of .5, if the project exceeds .7 acres in size, and the applicant successfully demonstrates that:

1. The proposed development substantially advances the objectives of the Laguna Niguel Gateway Specific Plan;
2. The proposed development results in the most desirable land uses envisioned in the respective Land Use Designations of the Laguna Niguel Gateway Specific Plan;

3. The proposed development results in significant improvement over existing site and building conditions creating exceptionally high quality development in terms of site planning, architecture, circulation, landscaping, signs, pedestrian amenities and other design elements; and,
4. The proposed development implements all provisions of the Laguna Niguel Gateway Specific Plan applicable to the project site.

I. Paseo de Colinas South

This area is designated Community Commercial and Open Space. The sub area was annexed to the City in 1996. A 10.8-acre automobile dealership consisting of 88,500 sq.ft. currently exists in the area. An additional 3.5-acre parcel exists in the southernmost portion of the area, and will accommodate a variety of uses including hotel, office and/or commercial. A 4.3-acre Open Space parcel is located in the southwest corner of the area. An additional 53,361 sq.ft. of Community Commercial use is projected for this sub area. The permitted floor area ratio within this sub area is .35. The San Joaquin Hills Transportation Corridor and AT & SF Railroad traverse the eastern boundary of this sub area.

COMMUNITY PROFILE AREA 4 STATISTICAL SUMMARY

	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 07/01/98	Gen Plan Projection	Projected Growth	
A. Galivan Basin	0	0	0	0	78,351	78,351	
B. Camino Capistrano North	0	0	0	227,500	402,930	175,430	
C. Cabot Road North	0	0	0	75,830	371,567	295,737	1
D. Forbes Road North	0	0	0	271,179	891,238	509,384	2
E. Cabot Road South	0	0	0	381,854	954,402	572,548	
F. Forbes Road South	0	0	0	109,256	591,980	482,724	
G. Camino Cap East	0	0	0	32,235	45,738	13,503	3
H. Camino Cap South	0	0	0	48,318	58,153	9,835	4,5
I. Paseo de Colinas South	0	0	0	88,500	53,361	141,861	
TOTAL	0	0	0	1,234,672	3,323,631	2,187,519	
	Population			Employment			
TOTAL	0	0	0	2,853	4,028	1,175	

NOTES:

1. A 300-room hotel is projected for this subprofile area. The hotel is included in the commercial square footage above.
2. The Forbes Road area currently includes one service station with a car wash.
3. The Allen Oldsmobile site is 4.1 acres and is included in the commercial square footage above.
4. The Camino Capistrano South area currently includes two service stations.
5. The Camino Capistrano South area currently includes a 33 room motel, and an additional 117 hotel rooms are projected. The total 150 motel/hotel rooms are included in the commercial square footage above.

Public Facilities	Sq. Ft.	Schools	Students	Parks	Acres
1. Transit Center					
2. SDG&E Substation					

E. Community Profile Area 5

Setting

Community Profile Area 5 includes 585.96 acres and is located in the north central area of Laguna Niguel. The profile area, shown on Figure LU-10, is generally bounded by the City of Laguna Hills to the north, Crown Valley Parkway to the south and east, and La Paz Road to the west.

The profile area is comprised primarily of residential uses. Most of the residential uses are relatively new and are characterized with mediterranean architectural themes. A small residential area in the northeastern portion of the profile area, is located outside of the City, within unincorporated Orange County. The only access to this area is through the City of Laguna Niguel. This area is proposed for annexation to the City of Laguna Niguel.

A 1.86 acre future commercial center is located south of Aliso Creek Road on Moulton Parkway. The largest recreation facility in the profile area is the private Club at Rancho Niguel. The Club is a recreation center that offers a wide array of recreational facilities. It is linked to surrounding Rancho Niguel neighborhoods by a series of riding and hiking trails. In addition to the Club, there are several other privately maintained recreation facilities within the profile area.

Sub Profile Analysis

A. Del Prado

This area is located north of the City boundary in a small area of unincorporated Orange County. Annexation of this sub area into the City is likely as the developing residential complex has its only access through the City of Laguna Niguel. This area is designated Residential Attached and includes the Del Prado neighborhood with 196 existing units. A maximum of 248 additional attached units are projected for this sub area. The San Joaquin Hills Transportation Corridor will form the area's northern boundary.

B. Rancho Niguel North

This sub area is designated Residential Attached and includes the neighborhoods of Ventanja, Mirador, Expressions, and Milano. Each area includes a private recreational facility. The area is built-out with 1,090 attached units.

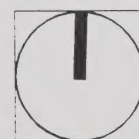
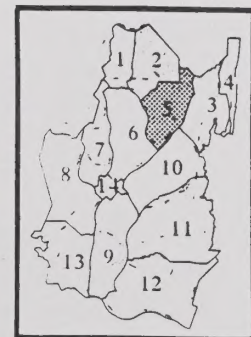
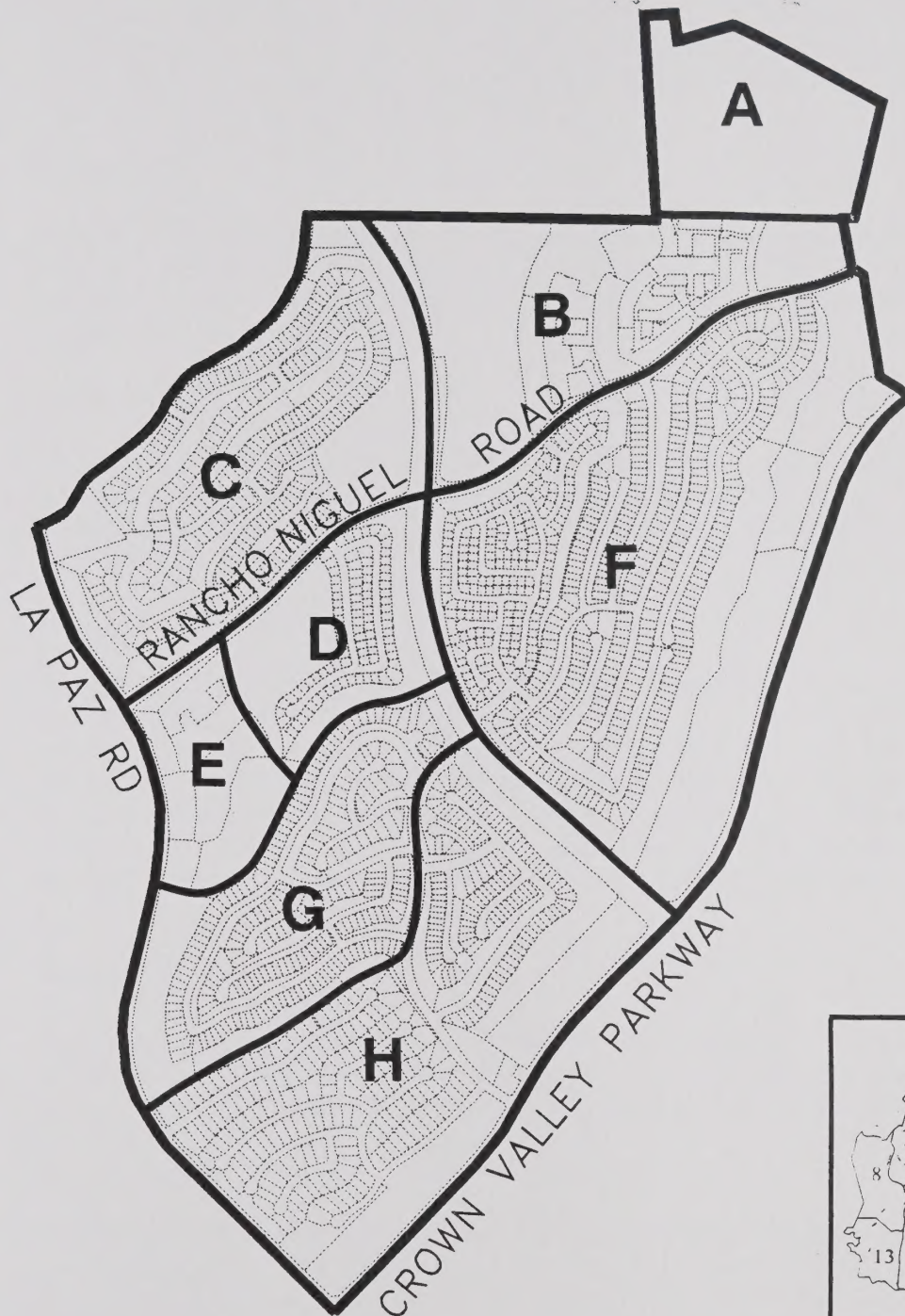
COMMUNITY PROFILE AREA 5

5th Profile Area



COMMUNITY PROFILE AREA 5

Sub Profile Areas



LU-10

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The City of
LAGUNA NIGUEL

General Plan

C. Rancho Niguel

This sub area includes Residential Detached, Neighborhood Commercial, Park and Recreation and Public/Institutional land uses. The bulk of the area is designated Residential Detached and includes a portion of the Rancho Niguel Community which is built-out with 233 units. The 6.1 acre private recreational area called The Club is designated Parks and Recreation. A maximum of 18,000 sq. ft. of Neighborhood Commercial use is projected for the planned center on Moulton Parkway, south of Aliso Creek Road. The Mission Lutheran Church, designated for Public/Institutional use, is located at Yosemite Road and La Paz Road.

D. Tampico

This area is designated both Residential Detached and Residential Attached. The detached residential area called Tampico is built-out with 92 units. The attached residential area is currently vacant, but a maximum of 154 attached dwelling units are projected.

E. Costa Brava

This area includes the neighborhood of Costa Brava and is designated Residential Attached. The area is developing and currently includes 32 units. A maximum of 160 additional attached units are projected for this sub area. This neighborhood includes its own private recreation area.

F. Rancho Niguel South

Within this sub area there are Residential Detached, Professional Office, Public/Institutional, and Parks and Recreation land uses. The residential area includes a portion of the Rancho Niguel Community and is built-out with 488 existing detached units. The Public/Institutional use is the Marian Bergeson Elementary School. Just south of the school site is the 3.4 acre, public Rancho Niguel Park which is designated Parks and Recreation. The Professional Office use is the 12,750 sq. ft. office building on Crown Valley Parkway. This sub area is completely built-out.

G. Nueva Vista North

This area is designated Residential Detached and includes a portion of the Rancho Niguel Community and the Estates at Rancho Niguel. The area currently includes 172 units and a maximum of 38 additional custom homes are projected for the sub area.

H. Crown Royale/Windrose

This area is designated Residential Detached, Residential Attached, Public/Institutional, and Open Space. The area includes the Crown Royale and Windrose neighborhoods. The detached residential area includes 280 units and the attached area includes 29 units. The Public/Institutional use is the San Diego Gas & Electric Company metering station on Crown Valley Parkway. This sub area is built-out.

COMMUNITY PROFILE AREA 5 STATISTICAL SUMMARY

	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. Del Prado	196	444	248	0	0	0	
B. Rancho Niguel North	1,090	1,090	0	0	0	0	
C. Rancho Niguel	233	233	0	0	18,000	18,000	1, 2
D. Tampico	92	246	154	0	0	0	
E. Costa Brava	32	192	160	0	0	0	
F. Rancho Niguel South	488	488	0	12,750	12,750	0	
G. Nueva Vista North	172	210	38	0	0	0	
H. Crown Royale/Windrose	309	309	0	0	0	0	
TOTAL	2,612	3,212	600	12,750	30,750	18,000	
	Population			Employment			
TOTAL	6,138	7,548	1,410	91	127	36	

NOTES:

1. The Rancho Niguel Area contains the Mission Lutheran Church which is permitted a maximum additional development of 18,850 sq. ft. The church is not included in the Commercial square footage above.
2. The Rancho Niguel Area contains a pre-school with 40 students.

Public Facilities	Sq. Ft.	Schools	Students	Parks	Acres
1. SDG&E Metering Station		1. Marian Bergeson Elementary School	1,036	1. Joint Use Park	
				2. Rancho Niguel	3.4
				3. The Club at Rancho Niguel	6.1

F. Community Profile Area 6

Setting

Community Profile Area 6 includes 794.8 acres and is located in the north-central area of Laguna Niguel. The profile area, shown on Figure LU-11, is generally bounded by the Aliso Creek Center to the north, Crown Valley Parkway to the south, Alicia Parkway to the west and La Paz Road to the east.

The profile area is situated along Kite Hill. The area has a hilly topography that provides distant views to the west and east. The hillsides along the eastern side are mostly unaltered. A significant amount of open space is provided.

The profile area consists of two distinct residential areas. An older more established residential neighborhood is located at the base of Kite Hill, along Ivy Glen Lane and Santa Maria Lane. A variety of architectural styles are reflected throughout the neighborhood. Most of the landscaping in the area is mature, providing a pleasant canopy of foliage over residential streets and homes. A more contemporary residential neighborhood is located along the top of Kite Hill. New residential development opportunities are available within the profile area.

The area has an open space character due to the presence of landscaped slope areas and a combination of public and private park and recreation facilities. The Laguna Niguel Regional Park, the Crown Valley Community Park and the Kite Hill Private Recreation facility are the dominate open space features in the profile area.

Sub Profile Area Analysis

A. Laguna Niguel Regional Park

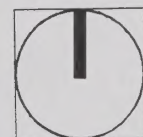
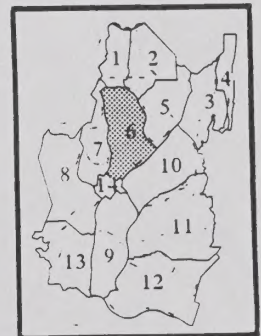
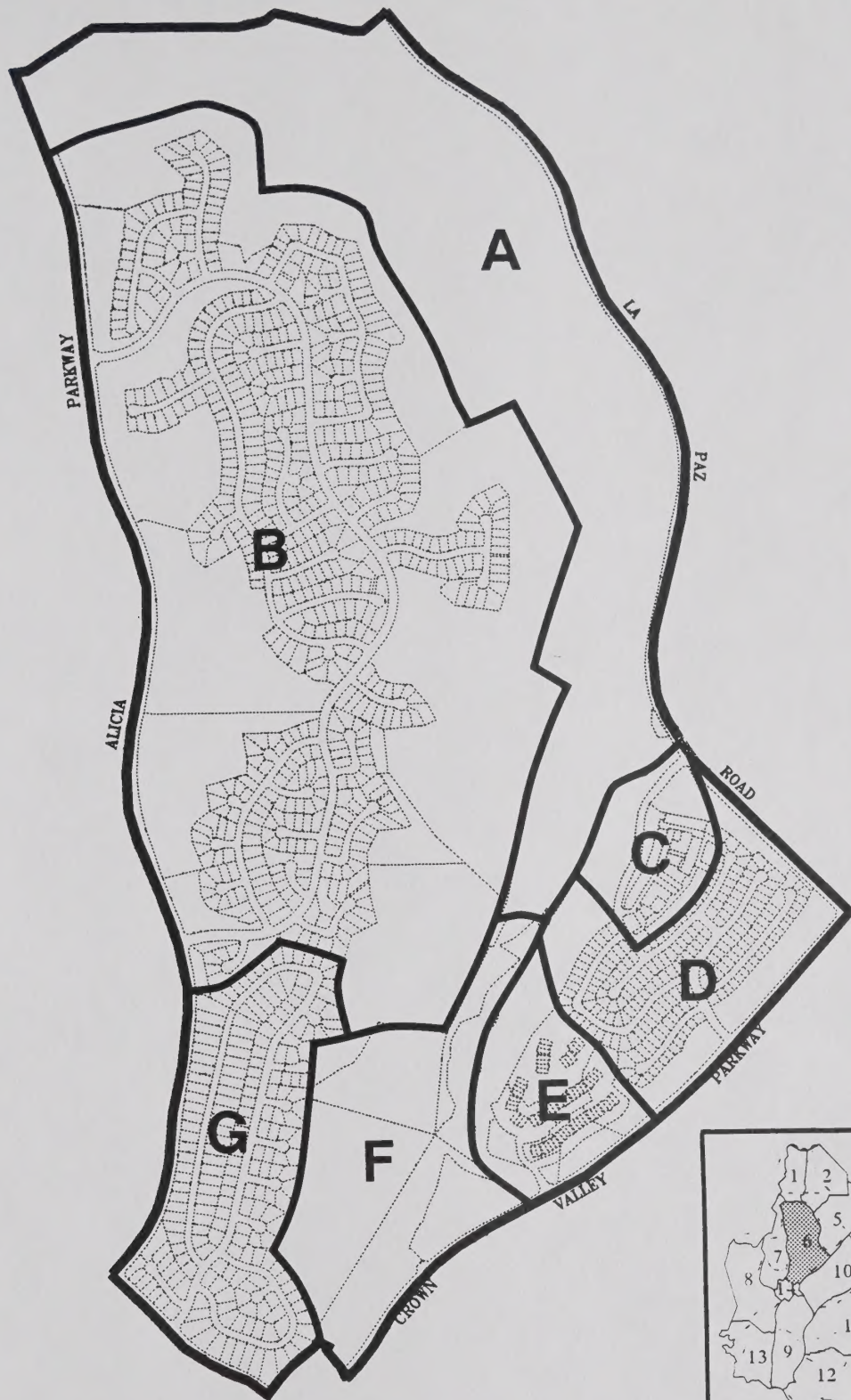
This area is designated Parks and Recreation and Open Space. The sub area includes the entire 174 acre Laguna Niguel Regional Park which offers both active and passive uses, as well as, Laguna Niguel's only lake. The park site has been fully improved and is maintained by the County of Orange.

B. Kite Hill

This area is designated Residential Detached, Public/Institutional, and Parks and Recreation. The area includes all of the Kite Hill neighborhood and the area's 10 acre private recreational facility. The sub area is mostly built-out with 619 units. However, a maximum of 11 additional detached units are projected for development. The Public/Institutional use is the Moulton Niguel facility on Alicia Parkway.

COMMUNITY PROFILE AREA 6

Sub Profile Areas



LU-11

SCALE IN FEET
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C. Kings Road

This area is designated Residential Attached. The area is partially improved but no dwelling units have been completed. A maximum of 187 attached units are projected for this sub area.

D. Fieldstone

This area is designated Residential Detached and includes the Fieldstone Collection neighborhood. The area currently includes 182 units and a maximum of 30 additional units is projected.

E. Park Niguel

This sub area is designated Residential Attached and includes the neighborhood of Park Niguel. This neighborhood is built-out and includes 68 units. Adjacent to the Park Niguel development is an undeveloped area designated for attached residential use. A maximum of 9 additional attached units are projected for the sub area.

F. Crown Valley Community Park

The public Crown Valley Community Park encompasses 31 acres and is designated Parks and Recreation and Open Space. The park includes playing fields, a recreation building and community pool, a nature preserve and a gymnasium. The park is improved and is maintained by the City.

G. Ivy Glen Lane

This area is designated Residential Detached and includes one of the older neighborhoods in the City. The area currently has 161 dwelling units. Five lots are vacant and a maximum of five additional detached units are projected for the sub area.

COMMUNITY PROFILE AREA 6 STATISTICAL SUMMARY

	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)		
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth
A. Laguna Niguel Regional Park	0	0	0	0	0	0
B. Kite Hill	619	630	11	0	0	0
C. Kings Road	0	187	187	0	0	0
D. Fieldstone	182	212	30	0	0	0
E. Park Niguel	68	77	9	0	0	0
F. Crown Valley Community Park	0	0	0	0	0	0
G. Ivy Glen Lane	161	166	5	0	0	0
TOTAL	1,030	1,272	242	0	0	0
	Population			Employment		
TOTAL	2,421	2,990	569	15	15	0
Public Facilities	Sq. Ft.	Schools		Parks	Acres	
1. Moulton - Niguel Regional Sewage Treatment Plant				1. Laguna Niguel Regional Park	174.0	
2. Gymnasium - Crown Valley Community Park	19,000			2. Crown Valley Community Park	31.0	
3. Moulton - Niguel Alicia Parkway Facility						

G. Community Profile Area 7

Setting

Community Profile Area 7 includes 490.2 acres and is located in the western area of Laguna Niguel. The profile area, shown on Figure LU-12, is generally bounded by Aliso Creek Road to the north, Pacific Island Drive to the south, Highlands Avenue to the west, and Alicia Parkway to the east.

The profile area has a rolling topography and is comprised predominantly of residential uses. A variety of architectural styles and mature landscaping is reflected throughout the area. This area is one of the oldest residential areas in Laguna Niguel.

Three public park sites provide public open space and recreational opportunities for residents. Most of the park sites are centrally located and are accessible to many residential neighborhoods. A segment of the Aliso and Wood Canyons Regional Park extends through the northern portion of the profile area. A number of trail linkage opportunities are available.

Sub Profile Area Analysis

A. Highlands North

Within this sub area there are Residential Detached, Public/Institutional, and Open Space land uses. The residential area is graded, however, no units have been constructed. A maximum of 186 units are projected for this sub area. The Public/Institutional land use represents the existing Church of Jesus Christ of Latter-Day Saints Church west of Alicia Parkway.

B. Laguna Crest/Knoll

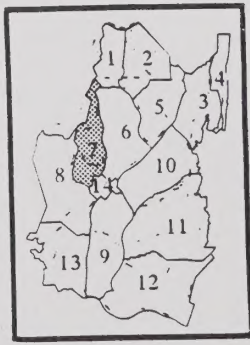
This area includes Residential Detached, Residential Attached and Parks and Recreation land uses. The detached residential area encompasses the Laguna Crest Estates and Laguna Crest Homes neighborhoods which currently include 97 units. A maximum of 137 additional detached units are projected for this sub area. The Residential Attached area is built-out and includes 69 units. This sub area also includes the 2.7 acre Clipper Way Park.

C. Niguel Vista/Foothill

This area is designated Residential Attached and Residential Detached. The attached residential area comprises the majority of the area and includes the neighborhoods of Alicia Park Apartments, Niguel Vista and the Foothills. The attached developments in the sub area are built-out and include 245 units. The detached residential area is currently vacant, and a maximum of four detached units are projected for the sub area.

COMMUNITY PROFILE AREA 7

Sub Profile Areas



LU-12

SCALE IN FEET
0 1000 2000 3000

D. Pointe Niguel/Hampton Village

This area is designated Residential Attached and includes the neighborhoods of Pointe Niguel and Hampton Village. Each of the neighborhoods has their own private recreational facility. This sub area is built-out and includes 416 attached dwelling units.

E. Crown Valley Highlands

This area includes Residential Detached, Public/Institutional and Parks and Recreation land uses. The residential area includes 465 detached units. A maximum of 2 additional detached units are projected for this sub area. The sub area also includes two park sites, a private park at Niguel Road and Highlands Avenue and a one acre, public view park named Ridgeview Park. The Public/Institutional use adjacent to Niguel Road is the Seventh Day Adventist Church.

F. Niguel Woods

Residential Detached, Parks and Recreation, and Public/Institutional land uses exist within this sub area. The residential area is built-out and includes 126 detached units. The 4.1 acre Niguel Woods Park is a public park centrally located within the residential area. A private recreational facility is also located within the sub area. The Public/Institutional use is the Moulton Elementary School located in the western portion of the sub area. The area designated Parks and Recreation adjacent to the school site includes the playing fields adjacent to the school.

COMMUNITY PROFILE AREA 7 STATISTICAL SUMMARY

	Residential (DUs)			Commercial (Sq. Ft.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. Highlands North	0	186	186	0	0	0	1
B. Laguna Crest/Knoll	166	303	137	0	0	0	
C. Niguel Vista/Foothill	245	249	4	0	0	0	
D. Pointe Niguel/Hampton Village	416	416	0	0	0	0	
E. Crown Valley Highlands	465	467	2	0	0	0	2
F. Niguel Woods	126	126	0	0	0	0	
TOTAL	1,418	1,747	329	0	0	0	
Population			Employment				
TOTAL	3,332	4,105	773	39	39	0	

NOTES:

- Highlands North includes the Church of Jesus Christ of Latter-Day Saints Church with a maximum permitted development of 27,600 sq. ft.
- Crown Valley Highlands includes the Seventh Day Adventist Church with a maximum permitted development of 24,388 sq. ft. (The churches are not included in the Commercial square footage above.)

Public Facilities	Sq. Ft.	Schools	Students	Parks	Acres
		1. Moulton Elementary	1,057	1. Ridgeview	1.0
				2. Niguel Woods	4.1
				3. Clipper Way	2.7

H. Community Profile Area 8

Setting

Community Profile Area 8 includes 1,001.7 acres and is located in the far western portion of Laguna Niguel. The profile area, shown on Figure LU-13, is bounded by the Aliso and Wood Canyons Regional Park to the north and west, Sea View Park and Club House Drive to the south and Highlands Avenue and Crown Valley Parkway to the east. The western portion of the profile area is located within the Coastal Zone. The Aliso Creek Local Coastal Program (LCP) is the LCP that applies to the Coastal Zone portion of this profile area.

The profile area is comprised primarily of residential uses located to the east of the Aliso and Wood Canyons Regional Park. Most of the residential uses are terraced along the coastal hillsides. The profile area includes both residential detached and residential attached dwelling units. New residential development opportunities are available. Because of the area's hilly topography, pedestrian circulation within the profile area is limited. Open space opportunities are provided by a public park site and private recreation facilities.

Sub Profile Area Analysis

A. Jamaica/Capri

This area is designated Residential Attached and Public/Institutional and includes the Jamaica and Capri developments. Both neighborhoods are built-out and include a total of 255 dwelling units. Each neighborhood has a private recreational area. The Public/Institutional use is a water storage tank.

B. Niguel Road West

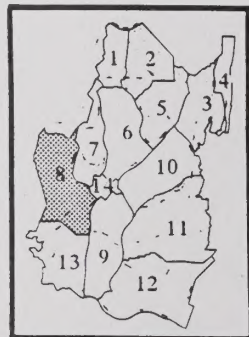
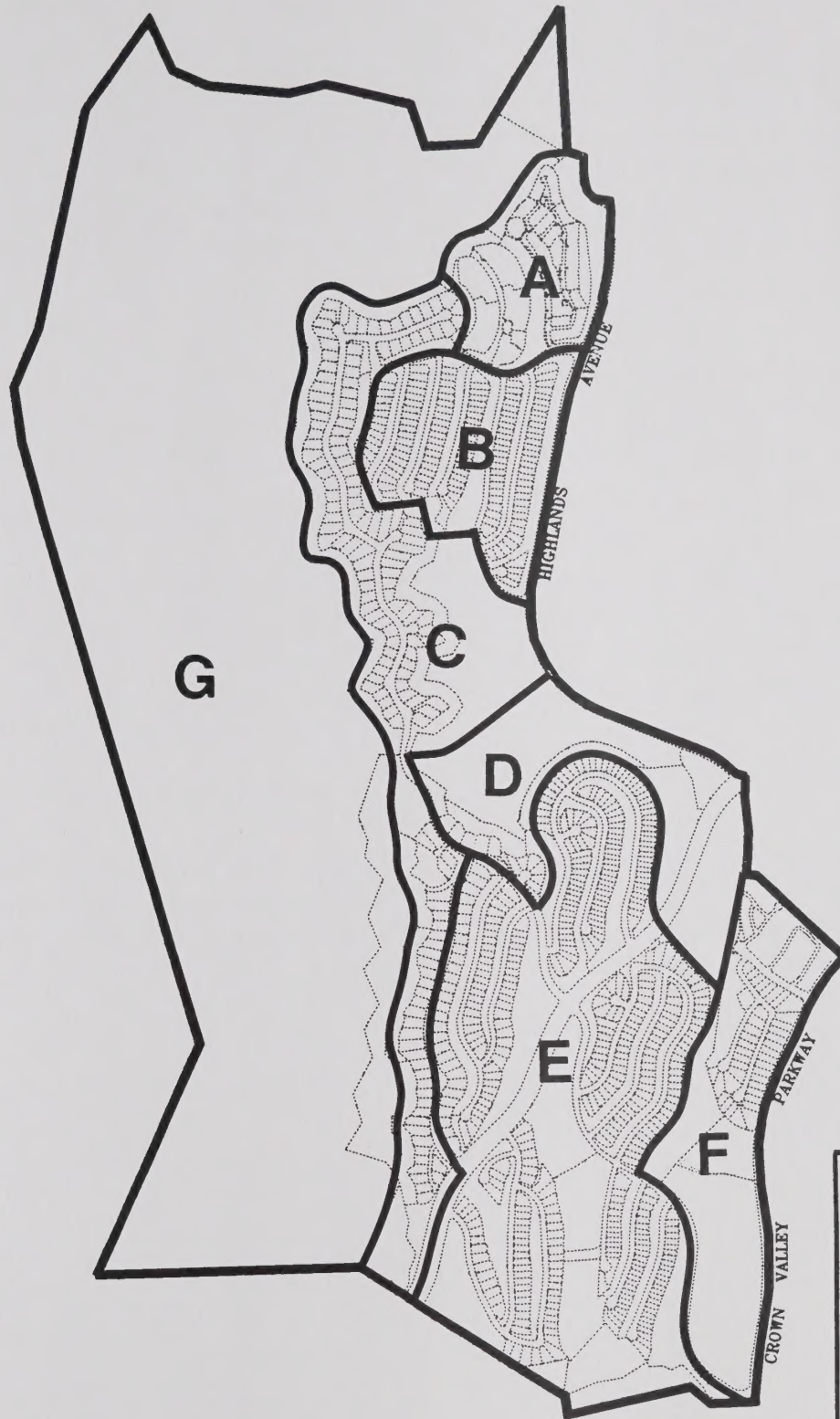
This area is designated Residential Detached. The area includes a portion of the Niguel Summit neighborhood which currently includes 148 detached units. A maximum of one additional detached dwelling unit is projected for this sub area.

C. Pamillia/Coronado Point

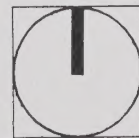
This sub area is designated Residential Detached and Open Space and includes the neighborhoods of Pamillia and Coronado Point. The area has a mix of tract and custom homes and currently includes 61 units. A maximum of 73 additional detached units are projected for this sub area. The Highlands Open Space area, a 20-acre City-owned open space area, is centrally located within this sub area and the Side Canyon Open Space area, a 17.7-acre County-owned open space area, is located in the southern portion of this sub area.

COMMUNITY PROFILE AREA 8

Sub Profile Areas



The City of
LAGUNA NIGUEL
General Plan



LU-13

SCALE IN FEET
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D. Niguel Summit II

This sub area includes Residential Attached, Residential Detached and Open Space land uses. The portion of this area which is designated Residential Attached includes the Niguel Summit II apartments. The attached residential area is built-out and includes 171 dwelling units and a private recreation facility. In the western portion of the sub area, a maximum of 5 additional detached residential units are projected as part of the Pamillia development. The northern portion of the sub area includes slope areas that are designated Open Space.

E. Niguel Summit

This sub area is designated Residential Detached and Open Space and currently includes 435 units. In the western portion of the sub area, a maximum of 7 additional residential detached units are projected for development as part of the Coronado Point project.

F. Crown Cove/Country Club Villas

This sub area includes Residential Attached, Residential Detached and Open Space land uses and includes the neighborhoods of Crown Cove, Charter Terrace, Country Club Villas and El Niguel Terrace. The area is built-out and includes 389 attached units and 40 detached units. Each attached residential neighborhood provides a private recreation area. There is an Open Space area west of the Residential Detached area.

G. Aliso and Wood Canyons Regional Park

This sub area is designated open space and is a portion of the Aliso and Wood Canyons Regional Park. The portion of the Regional Park within the sub area is predominantly steep slopes and canyons. A public trail is located along the top of the ridgeline and affords hikers with scenic vistas.

COMMUNITY PROFILE AREA 8 STATISTICAL SUMMARY						
	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)		
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth
A. Jamaica/Capri	255	255	0	0	0	0
B. Niguel Road West	148	149	1	0	0	0
C. Pamillia/Coronado Point	61	134	73	0	0	0
D. Niguel Summit II	171	176	5	0	0	0
E. Niguel Summit	435	442	7	0	0	0
F. Crown Cove/Country Club Villas	429	429	0	0	0	0
TOTAL	1,499	1,585	86	0	0	0
TOTAL	Population			Employment		
	3,523	3,725	202	0	0	0
Public Facilities	Sq. Ft.	Schools	Students	Parks	Acres	
1. Water Storage Tank				1. Highlands OS	20.0	
				2. Side Canyon OS	17.7	

I. Community Profile Area 9

Setting

Community Profile Area 9 includes 791.7 acres and is located in the south-central area of Laguna Niguel. The profile area, shown on Figure LU-14, is bounded by the Town Center to the north, the City of Dana Point to the south, Crown Valley Parkway to the west and Niguel Road to the east.

The western portion of the profile area is a golf course-oriented residential community. Both attached and detached residential uses are situated around the fairways and greens of the El Niguel Golf Course. Some new residential development opportunities are available. Two public parks, Salt Creek Regional Park and Seminole Park, and a series of private recreational facilities are provided in the profile area. The regional park provides an open space corridor that offers a number of recreational opportunities. A Class I Bikeway is planned within the Salt Creek corridor.

Two Neighborhood Commercial centers are located in the eastern portion of the subarea along Niguel Road.

Sub Profile Area Analysis

A. Paseo del Campo

This area is designated Residential Detached and Residential Attached and is one of the earliest development areas in Laguna Niguel. The Residential Detached area, located adjacent to the El Niguel Golf Course, includes 263 units. There are 130 units in the Residential Attached area. This sub area is built-out.

B. Greens East

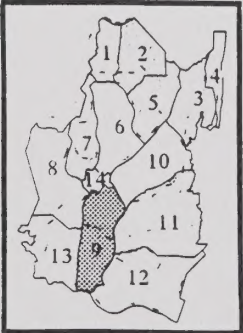
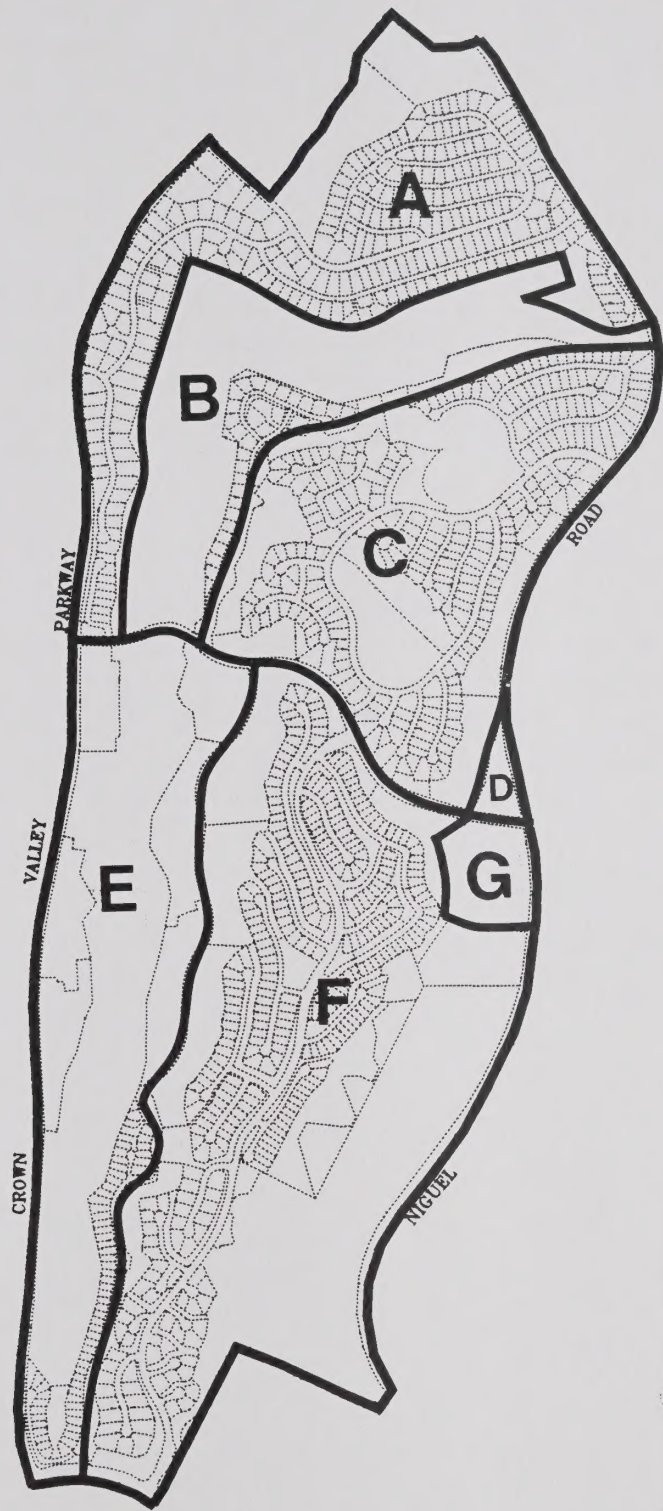
This sub area includes Residential Detached and Parks and Recreation land uses. The residential area is built-out and includes 30 detached units. The existing homes line the eastern boundary of the El Niguel Golf Course which represents the Parks and Recreation land use.

C. El Niguel Heights

This sub area includes Residential Detached, Parks and Recreation, and Open Space land uses. The residential area is El Niguel Heights neighborhood which includes 251 detached units. The 2.2 acre, Seminole Park is a public park within this sub area. The area also includes islands of open space within the residential area.

COMMUNITY PROFILE AREA 9

Sub Profile Areas



SCALE IN FEET
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D. Club House Corner

This sub area is designated Neighborhood Commercial. Club House Corner is the neighborhood center located the northwest corner of the intersection of Niguel Road and Club House Drive. The center includes 18,470 sq.ft. of Neighborhood Commercial uses. This sub area is built-out.

E. Club House South

This area includes several land uses including Residential Detached, Residential Attached, and Parks and Recreation. The El Niguel Golf Course, designated for Parks and Recreation uses, is the largest land use in the sub area and has residential areas to the east and west. Adjacent to the golf course is the private Laguna Niguel Racquet Club and El Niguel Country Club. The residential area is built-out and includes 319 attached units and 66 detached units.

F. Crest de Ville/South Peak

This area includes Residential Detached, Parks and Recreation, and Open Space land uses. The residential area includes the neighborhoods of Crest de Ville and South Peak. The neighborhood is almost built-out and currently includes 300 units. A maximum of 14 additional detached units are projected for this sub area. A private recreation facility is located in the northern portion of this sub area. The Salt Creek Regional Park is located along the eastern side of the sub area.

G. Club House Plaza

Club House Plaza is the Neighborhood Commercial center located at the southwest corner of Niguel Road and Club House Drive. The center is built-out and includes 46,350 sq.ft. of Neighborhood Commercial uses.

COMMUNITY PROFILE AREA 9 STATISTICAL SUMMARY

	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. Paseo del Campo	393	393	0	0	0	0	
B. Greens East	30	30	0	0	0	0	
C. El Niguel Heights	251	251	0	0	0	0	
D. Club House Corner	0	0	0	18,470	18,470	0	
E. Club House South	385	385	0	0	0	0	1
F. Crest de Ville/South Peak	300	314	14	0	0	0	
G. Club House Plaza	0	0	0	46,350	46,350	0	2
TOTAL	1,359	1,373	14	64,820	64,820	0	

	Population			Employment			
TOTAL	3,194	3,227	33	138	138	0	

NOTES

1. The Clubhouse South area includes the Laguna Niguel Racquet Club and El Niguel Country Club.
2. The Club House Plaza area includes a pre-school with 115 students.

Public Facilities	Sq. Ft.	Schools	Students	Parks	Acres
				1. Salt Creek Regional Park	99.5
				2. Seminole Park	2.2

J. Community Profile Area 10

Setting

Community Profile Area 10 includes 809.3 acres and is located in the eastern portion of Laguna Niguel. The profile area, shown on Figure LU-15, is generally bounded by Crown Valley Parkway and the Street of the Golden Lantern to the north, the Marina Hills development to the south, Niguel Road to the west and the City boundary and the City of San Juan Capistrano to the east.

The profile area is comprised mainly of residential land uses. Most of the residential uses are relatively new, however, a more established neighborhood is located in the northeastern portion of the profile area.

Profile Area 10 contains several open space corridors and ridges. The corridors and ridges provide both recreational opportunities and aesthetic relief to residents in the area. In addition, six park sites and two school sites also provide open space and recreational opportunities.

Sub Profile Area Analysis

A. Adelanto

This area includes Public/Institutional, Parks and Recreation, Residential Detached, and Residential Attached land uses. The sub area includes three sites designated for Public/Institutional uses. The Public/Institutional uses are the Crown Valley Elementary School on Adelanto Drive, the Child Care facility on La Plata Drive, and St. Timothy's Catholic Church on Via San Sebastian (St. Timothy's backs up onto Crown Valley Parkway). The area also includes the 5.1 acre, public park known as La Plata Park. The detached residential area is built-out with 922 units. The attached residential area is also built-out and includes 34 units.

B. The Grove Shopping Center

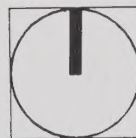
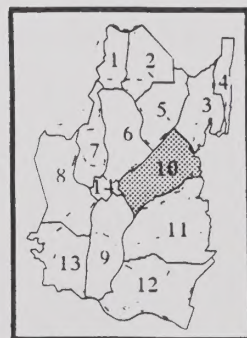
This sub area is designated Neighborhood Commercial and includes The Grove Shopping Center. The center is built-out with 45,560 sq. ft. of Neighborhood Commercial uses.

C. Chatelain

This area is designated Residential Detached, Residential Attached, and Open Space. The detached residential area, known as Chatelain, is in the process of developing and currently includes 68 units. A maximum of 52 additional units are projected in the detached area. The attached residential area, Crown Terrace, is built-out and includes 176 units and a private recreation facility. The sub area also includes an Open Space area southeast of the existing residential developments.

COMMUNITY PROFILE AREA 10

Sub Profile Areas



LU-15

SCALE IN FEET
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the City of
LAGUNA NIGUEL

D. Hidden Hills North

This area includes Residential Detached, Parks and Recreation, and Open Space land uses. The majority of the sub area is detached residential and includes the Vista Monte, Somerset Pointe, and a portion of the Laguna Heights neighborhoods. These developments are mostly built-out and include 653 detached units. A maximum of 100 additional detached units are projected for this sub area. Hidden Hills Neighborhood Park is a 2.4 acre site located at Street of the Golden Lantern and Hidden Hills Road. Two private parks, Niguel Ranch #1 and Niguel Ranch #2, are located on Niguel Ranch Drive. The Open Space area includes the slope area north of Stonegate Lane and west of Niguel Ranch Drive.

E. La Hermosa

This area is designated Residential Detached, Parks and Recreation, and Open Space. The residential area is one of Laguna Niguel's oldest neighborhoods and is built-out with 316 units. In the center of the neighborhood is a 17.5 acre area called La Hermosa Park, but the area only includes .5 acre of useable parkland. There is an Open Space area located in the eastern portion of the sub area adjacent to Niguel Ranch Drive.

F. Niguel Ranch Drive

This area is designated Residential Attached, Residential Detached, and Parks and Recreation. The attached residential is comprised of the Camden Court neighborhood area and includes 189 attached units. The detached residential area includes the Altamar neighborhood with 90 units. Both residential areas are built-out. The sub area also includes a private recreation area.

G. Hidden Hills South

This sub area includes Residential Attached, Parks and Recreation, and Public/Institutional land uses. The attached residential area is the Windridge Apartment development which is built-out with 344 units. The Parks and Recreation land use refers to the 2 acre public park, called Sandling Park. Additionally, the area includes the future site of an elementary school, which is designated for Public/Institutional use.

COMMUNITY PROFILE AREA 10 STATISTICAL SUMMARY

	Residential (DUs)			Commercial (Sq. Ft.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. Adelanto	956	956	0	0	0	0	1,2,3,4
B. The Grove Center	0	0	0	45,560	45,560	0	
C. Chatelain	244	296	52	0	0	0	
D. Hidden Hills North	653	753	100	0	0	0	
E. La Hermosa	316	316	0	0	0	0	
F. Niguel Ranch Drive	279	279	0	0	0	0	
G. Hidden Hills South	344	344	0	0	0	0	
TOTAL	2,792	2,944	152	45,560	45,560	0	
Population			Employment				
TOTAL	6,561	6,918	357	163	189	26	

NOTES:

1. The Adelanto area contains two pre-schools with a total of 205 students.
 2. The Adelanto area contains the First Church of Christ Science and Reading Room which has a maximum permitted development of 8,286 sq. ft.
 3. The Adelanto area contains the St. Timothy's Catholic Church which has a maximum permitted development of 42,270 sq. ft.
 4. The Adelanto area contains Crown Valley Community Church which has a maximum permitted development of 5,925 sq. ft.
- The churches are not included in the commercial square footage above.

Public Facilities	Sq. Ft.	Schools	Students	Parks	Acres
		1. Crown Valley Elementary	1,288	1. La Plata Park	5.1
		2. Future Elementary	703	2. Hidden Hills	2.4
				3. La Hermosa Park	.5
				4. Niguel Ranch Park #1	2.0
				5. Niguel Ranch Park #2	3.0
				6. Sandling Park	2.0

K. Community Profile Area 11

Setting

Community Profile Area 11 includes 1292.5 acres and is located in the southeastern area of Laguna Niguel. The profile area, shown on Figure LU-16 is generally bounded by Hidden Hills Road to the north, Beacon Hill Way to the south, Niguel Road to the west and the City boundary and the City of San Juan Capistrano to the east.

The profile area consists predominantly of residential uses situated around the 293-acre Salt Creek Regional Park. The Salt Creek Regional Park includes a broad canyon, surrounded on three sides by development. It is characterized by a deeply cut channel and rolling grassland. This area serves as natural open space.

Located immediately east of the Salt Creek Regional Park, is the 114-acre Chapparosa Community Park. The community park provides views of the surrounding hills and access into the Salt Creek Regional Park. The park features baseball and softball fields, basketball courts, volleyball courts and number of equestrian, bike and hiking trails and picnic areas.

Sub Profile Area Analysis

A. Marina Hills Drive North Residential Attached

This area is designated Residential Attached and Public/Institutional. The attached residential area is built-out and includes the Hidden Hills and Laguna Serrano Apartments and Crystal Cay neighborhoods with 1,287 units and five private recreation areas. The Public/Institutional use is the water storage tank.

B. Marina Hills Drive North

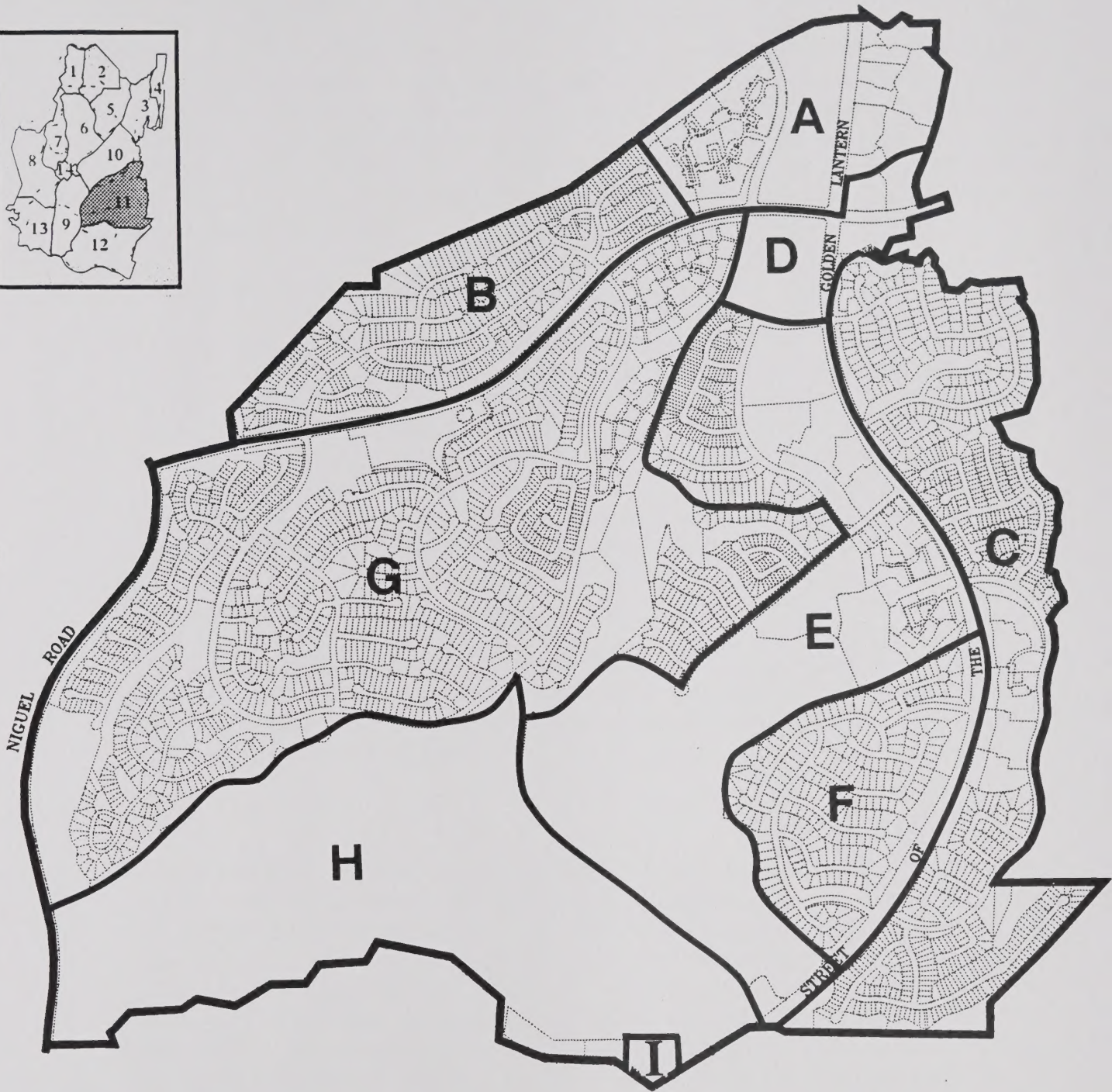
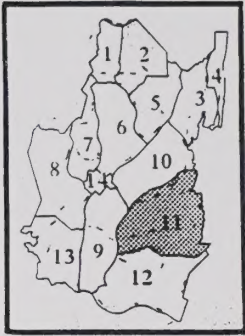
This sub area includes Residential Detached and Residential Attached land uses. The majority of the residential area is comprised of the Terracina detached residential neighborhood. The residential detached area is built-out and includes 200 units. The attached residential area is the Monaco development which includes 122 units. A maximum of 6 additional attached units is projected for the Monaco project.

C. Street of the Golden Lantern East

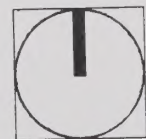
This sub area includes both Residential Detached and Residential Attached land uses. The detached residential area includes a portion of the Sea Breeze, Mariners Bluff and Summer Walk neighborhoods which currently have 570 units. The attached residential area is the Niguel Point neighborhood which is built-out with 138 units and a private recreation area. The projected maximum future development for this sub area is an additional 47 detached units.

COMMUNITY PROFILE AREA 11

Sub Profile Areas



The City of
LAGUNA NIGUEL
General Plan



LU-16

SCALE IN FEET
0 1000 2000

D. Marina Hills Drive Commercial

This area is designated Community Commercial. The existing Laguna Heights Shopping Center includes 144,330 sq. ft. of Community Commercial uses. A maximum of 3,000 sq. ft. of additional Community Commercial uses are projected for the Laguna Heights Shopping Center site. The area north of Camino Los Padres and east of Golden Lantern, designated for Community Commercial use, is currently not developed. A maximum of 68,440 sq. ft. of Community Commercial use is projected for that site. The Community Commercial area south of Camino Los Padres and east of Golden Lantern, is also currently not developed. A maximum of 34,020 sq. ft. of Community Commercial uses are projected for that site.

E. Street of the Golden Lantern West

This area includes Residential Attached, Residential Detached, Public/ Institutional, Parks and Recreation, and Open Space land uses. The residential attached area includes the Seaside Meadows Apartments, Palm Court and Saltaire neighborhoods. The attached developments are built-out with a total of 950 units. The detached residential area is also built-out with 30 units. The Public/Institutional uses are the George White Elementary School and the Fire Station. The area also includes the 114 acre, Chapparosa Community Park. Of the 114 acres, the park includes 23.3 acres of improved park and recreation area and 90.7 acres of open space.

F. Palisades

This area is designated Residential Detached and includes a portion of the Palisades neighborhood. The neighborhood is built-out and includes 206 units and two public parks, Reef View Node (3 acres) and Redondo (1 acre) Parks. These two parks are part of Chapparosa Community Park.

G. Marina Hills

The Marina Hills sub area includes Residential Detached, Residential Attached, Parks and Recreation, and Open Space land uses. The majority of the sub area is designated for Residential Detached use and includes the Terracina, Amarante, and Vistara neighborhoods. There are currently 410 detached units. A maximum of 268 additional detached units are projected for the sub area. The Residential Attached area includes the Monaco, Sienna, Encore, and Chandon neighborhoods. Currently, there are 445 attached units with a maximum of 257 additional attached units projected for the sub area. Within the sub area there is the 6.5 acre public park called Marina Hills Park and three smaller recreation areas. A private recreation facility is also provided for Marina Hills residents. The Open Space area is located adjacent to Niguel Road.

H. Salt Creek Regional Park

This area is designated Open Space and includes the Salt Creek Regional Park. The regional park area within this sub area is 207 acres.

I. Beacon Hill and Golden Lantern

This area is designated Community Commercial; Professional Office and Open Space. The sub area is currently vacant and the baseline permitted floor area ratio within the sub profile area is .35, which would allow 19,250 sq. ft. of new development. Specific developments may be permitted to exceed the baseline floor area ratio of .35, if the applicant can demonstrate that the additional traffic resulting from the increase in intensity will not cause the City's Growth Management Threshold Standard for traffic level of service to be violated. The maximum permitted floor area ratio within the sub profile area is .60.

COMMUNITY PROFILE AREA 11 STATISTICAL SUMMARY

	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. Marina Hills Dr. North - Res Att.	1,287	1,287	0	0	0	0	
B. Marina Hills Drive North	322	328	6	0	0	0	
C. St of the Golden Lantern East	708	755	47	0	0	0	
D. Marina Hills Dr. Commercial	0	0	0	144,330	249,790	105,460	1
E. St of the Golden Lantern West	980	980	0	0	0	0	
F. Palisades	206	206	0	0	0	0	
G. Marina Hills	855	1,380	525	0	0	0	
H. Salt Creek Park	0	0	0	0	0	0	
I. Beacon Hill & G.L.	0	0	0	0	19,250	19,250	
TOTAL	4,358	4,936	578	144,330	269,040	124,710	
	Population			Employment			
TOTAL	10,241	11,599	1,358	346	626	280	

NOTES:

1. This area is projected to contain a pre-school with 100 students.

Public Facilities	Sq. Ft.	Schools	Students	Parks	Acres
1. Fire Station	10,000	1. George White Elementary	795	1. Salt Creek Regional Park	207.0
2. Water Storage Tank				2. Marina Hills Park	6.5
				3. Chapparosa Park	110
				4. Reef View Node	3.0
				5. Redondo	1.0

L. Community Profile Area 12

Setting

Community Profile Area 12 includes 1213.3 acres and is located in the southeastern area of Laguna Niguel. The profile area, shown on Figure LU-17, is generally bounded by Beacon Hill Way to the north, the City of Dana Point to the south, Niguel Road to the west and the City of San Juan Capistrano to the east.

The profile area is situated along a series of rolling hills with distant views of the ocean and surrounding hills. It consists predominantly of Residential Detached uses. Additional residential and commercial development opportunities are available within the profile area. The profile area includes a number of public and private park sites and recreational facilities. Portions of the Salt Creek Regional Park are adjacent to the profile area. A network of riding and hiking trails and bikeways provides linkages to many recreational facilities.

Sub Profile Area Analysis

A. Bear Brand Ranch

This area includes Residential Detached, Parks and Recreation, and Open Space land uses. The sub area includes the custom home neighborhood of Bear Brand Ranch which currently has 92 dwelling units. A maximum of 66 additional detached units are projected for the sub area. Of those 66 units, 24 units are located in the 98.4 acre area in the eastern portion of the sub area. A maximum of one unit per four acres is projected for that portion of the sub area. Within the Bear Brand Ranch there is a 9 acre public park called Bear Brand Ranch View Park. The northern portion of the sub area includes an Open Space area.

B. Cameray Point/Andorra

This sub area is designated both Residential Attached and Residential Detached. The attached residential area includes the Cameray Point development which includes 64 units. A maximum of 50 additional units are projected for the residential attached area. The detached residential area includes the Andorra neighborhood which currently has 27 units. A maximum of 27 additional detached units are projected for the sub area.

C. Bear Brand East

This sub area is designated for Residential Detached, Parks and Recreation, and Open Space land uses. The residential area includes a portion of the Bear Brand area and currently includes 165 units. A maximum of 101 additional detached units are projected for this sub area. The southern portion of the sub area includes Bear Brand Mini Park a 1.1 acre improved recreation area and an 11.8 acre Open Space area.

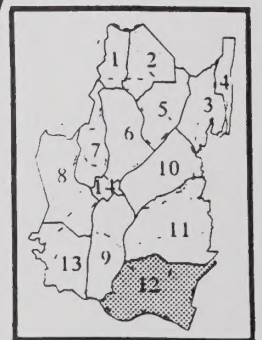
COMMUNITY PROFILE AREA 12

High Profile Areas

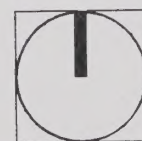


COMMUNITY PROFILE AREA 12

Sub Profile Areas



The City of
LAGUNA NIGUEL
General Plan



LU-17

SCALE IN FEET
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D. Bear Brand West

This area is designated Residential Detached and includes the majority of the Bear Brand area. There are currently 62 detached units and a maximum of 388 additional detached units are projected for the sub area. A private recreation area is provided for the residents.

E. Beacon Hill

This sub area includes Residential Detached, Residential Attached, Parks and Recreation, Public/Institutional and Open Space land uses. The detached area is built-out and includes the Beacon Hill neighborhood which has a total of 574 units. The attached residential area, which includes a portion of Windrift and Seawatch neighborhoods, is also built-out with 290 units. Several parks are provided in the sub area, the largest is the 5 acre public Beacon Hill Park on Beacon Hill Way. The Public/Institutional use is an electrical sub station. There are Open Space areas in the central and eastern portions of the sub area.

F. San Marin/Windrift

This area has Residential Detached, Residential Attached, Parks and Recreation, Public/Institutional, and Open Space land uses. The detached residential area, known as San Marin, is currently being developed and includes 5 units. A maximum of 31 additional detached units are projected for the sub area. The attached residential area is built-out and includes a portion of the Windrift neighborhood which has 136 units. The area includes the future John S. Malcom Elementary School site. The 1.7 acre Charles Avenue Park is located adjacent to Charles Road. To the south and west, the sub area is bounded by slope areas designated Open Space.

G. Beacon Hill Commercial Center

This sub area is designated for Neighborhood Commercial use. The area is currently vacant and a maximum of 21,000 sq. ft. of Neighborhood Commercial uses are projected for the sub area.

H. Bear Brand Hill

This area is designated Residential Detached, Residential Attached, Parks and Recreation, Public/Institutional and Open Space. The detached residential area includes the Sea Call and a portion of the San Marin neighborhoods with 207 existing units. In the eastern portion of the sub area a maximum of 112 additional detached units are projected. The attached residential area is built-out and includes the neighborhood of Le St. Tropez with a total of 105 attached units. The sub area includes one private recreation facility. The Public/Institutional use is a Moulton-Niguel facility. Open Space areas are located in the western portion of the sub area in the Salt Creek Regional Park and along Niguel Road and Camino del Avion.

I. Bear Brand Residential Attached

This area includes Residential Attached, Public/Institutional, and Parks and Recreation land use designations. The attached residential area includes Riviera, The Breakers, and the future Stoney Point development with 196 existing attached units. A maximum of 175 additional attached units are projected for this sub area. A future elementary school will be located on Bear Brand Road. The 15 acre Bear Brand Park is a public park located on Park Road.

J. Ocean Ranch II

This area is designated Community Commercial. The sub area is currently vacant and has a maximum projected development of 186,927 sq.ft. of Community Commercial uses.

COMMUNITY PROFILE AREA 12 STATISTICAL SUMMARY							
	RESIDENTIAL (Dus)			COMMERCIAL (SQ. FT.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. Bear Brand	92	158	66	0	0	0	
B. Cameray Point/Andorra	91	168	77	0	0	0	
C. Bear Brand East	165	266	101	0	0	0	
D. Bear Brand West	62	450	388	0	0	0	
E. Beacon Hill	864	864	0	0	0	0	
F. San Marin/Windrift	141	172	31	0	0	0	
G. Beacon Hill Commercial Center	0	0	0	0	21,000	21,000	
H. Bear Brand Hill	312	424	112	0	0	0	
I. Bear Brand Res Attached	196	371	175	0	0	0	
J. Ocean Ranch II (1)	0	0	0	0	186,927	186,927	1
TOTAL	1,923	2,873	950	0	207,927	207,927	
	Population			Employment			
TOTAL	4,519	6,752	2,233	0	578	578	
NOTES:							
1. Ocean Ranch II is projected to contain a 1600 seat movie theater. The movie theater is included in the commercial square footage.							
Public Facilities	Sq. Ft.	Schools	Students	Parks	Acres		
1. Moulton - Niguel Water Facility		1. Future Elementary	674	1. Beacon Hill Park	5.0		
2. Electrical Substation		2. Future Elementary	700	2. Bear Brand Park	15.0		
				3. Bear Brand Mini Park	1.1		
				4. Charles Avenue Park	1.7		
				5. Bear Brand Ranch View Park	9.0		

M. Community Profile Area 13

Setting

Community Profile Area 13 includes 648.75 acres and is located in the southwestern portion of Laguna Niguel. The profile area, shown on Figure LU-18, is generally bounded by Sea View Park and Club House Drive to the north, the cities Dana Point and Laguna Beach to the south, Aliso and Wood Canyons Regional Park to the west, and Crown Valley Parkway to the east. A portion of the profile area is within the area covered by the South Laguna Specific Plan, which is the Local Coastal Program for the southern part of the City of Laguna Niguel.

The profile area consists predominantly of residential land uses situated along coastal hills and canyons. Expansive ocean views are provided to the west. A coastal influence is reflected throughout the profile area. A number of private recreational facilities are provided. Two County operated parks offer passive recreational opportunities along the ridgelines overlooking the Pacific Ocean.

Sub Profile Area Analysis

A. Laguna Sur/Monarch Point

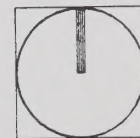
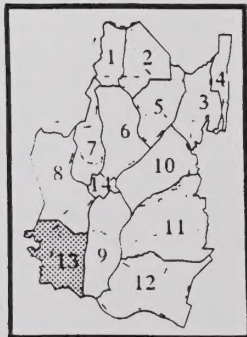
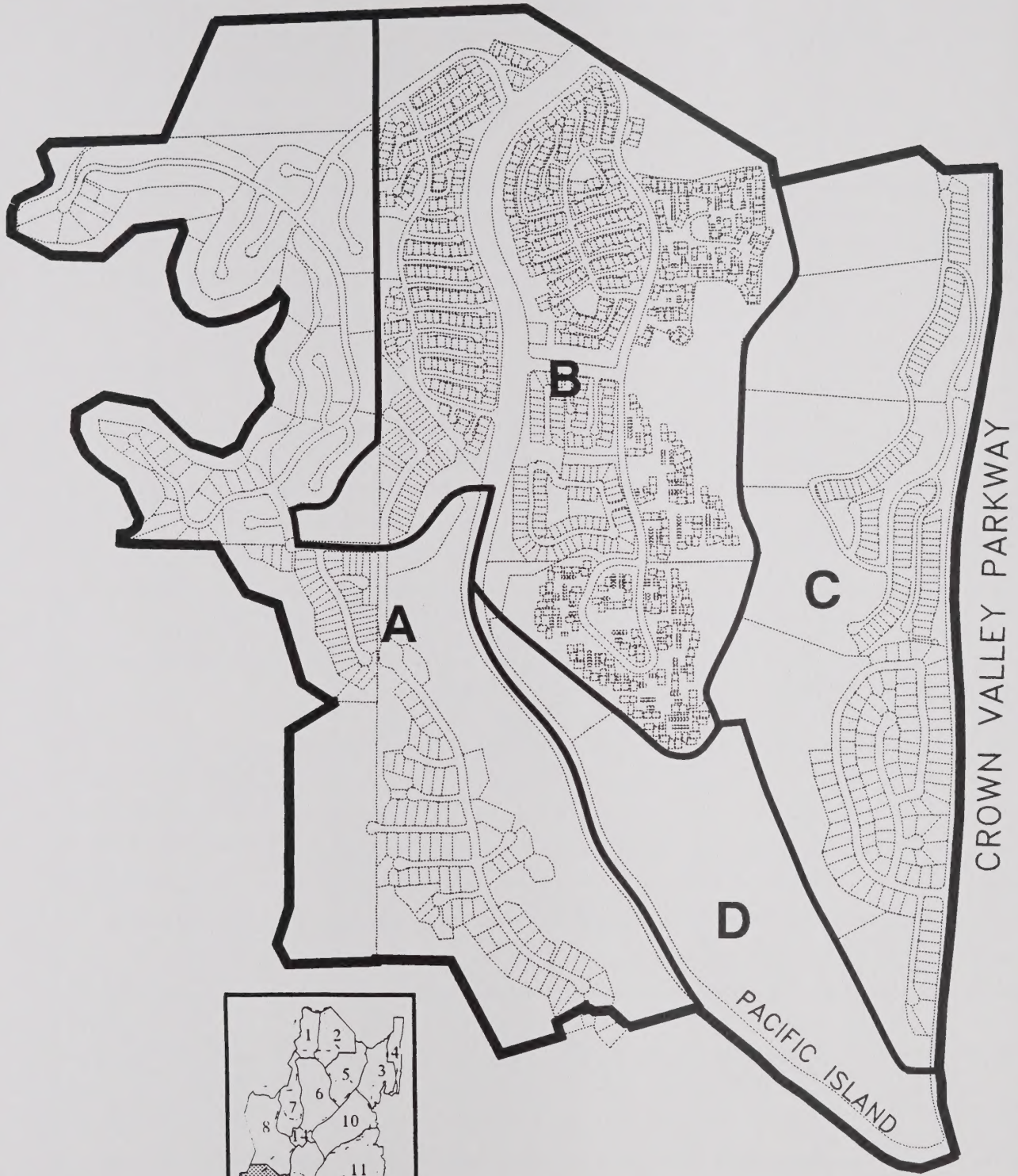
This area includes Residential Detached, Residential Attached, Public/Institutional, Parks and Recreation, and Open Space land uses. The detached residential area includes the custom home neighborhoods of Laguna Sur and Monarch Point which have 90 existing units and a private recreation facility. A maximum of 63 additional detached units are projected for the Laguna Sur and Monarch Point neighborhoods. The attached residential area is within the Laguna Sur neighborhood and is built-out with 353 units and a private recreation facility. The Binion property, located to the west of the Monarch Point neighborhood is currently vacant and is designated Residential Reserve. The Residential Reserve designation indicates that the site is reserved for future residential use, but that the character (attached vs. detached) and intensity of the residential use will be determined during review of the proposed Tentative Tract Map. A project level Environmental Impact Report (EIR) is being prepared for a proposed Tentative Tract Map which evaluates land use intensity alternatives ranging from no physical development to 95 residential attached units. The final determination regarding the land use intensity on the Binion property will be made following the public hearings on the proposed Tentative Tract Map. A General Plan Amendment will be processed concurrently with the project to replace the Residential Reserve designation with a specific land use designation and intensity limitation. The Public/Institutional land use in the southeast portion of the sub area is a water storage tank. Open Space areas within the sub area include the hillsides on the east and west sides of the sub area and the Badlands and Sea View County Parks.

B. Pacific Island

This sub area is designated Residential Attached, Residential Detached, Parks and Recreation, and Open Space. The majority of the sub area is attached residential and includes Monarch Summit I and II and Pacific Island I, II and III neighborhoods. These

COMMUNITY PROFILE AREA 13

Sub Profile Areas



LU-18

SCALE IN FEET
0 1000 2000 3000

areas are built-out and include 626 units. The detached residential area is also built-out and includes the Villa Pacifica neighborhood with a total of 114 units. Within the sub area there are several small private recreation facilities. The residential area is bounded by Open Space uses to the north, east, and south.

C. Laguna Woods/Niguel West

This area is designated Residential Detached, Public/Institutional, and Open Space. The detached residential area includes the neighborhoods of Laguna Woods and Niguel West. These developments are built-out and include 192 units and two private recreation areas. The Public/Institutional uses are two water storage tanks located just east of Pacific Island Drive. Open Space use is located to the west of the residential area.

D. Hon

This area is designated Residential Detached and Open Space. The residential area is currently vacant and a maximum of one detached unit with a guest house is projected. The residential area is surrounded by open space to the east, south, and west.

COMMUNITY PROFILE AREA 13 STATISTICAL SUMMARY							
	RESIDENTIAL (Dus)			COMMERCIAL (SQ. FT.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. Laguna Sur/Monarch Pt	443	506	63	0	0	0	1
B. Pacific Island Drive	740	740	0	0	0	0	
C. Laguna Woods/Niguel West	192	192	0	0	0	0	
D. Hon	0	1	1	0	0	0	
TOTAL	1,375	1,439	64	0	0	0	
	Population			Employment			
TOTAL	3,231	3,382	150	0	0	0	
Notes:							
1. No dwelling units have been included for the Binion property							
Public Facilities	Sq. Ft.	Schools	Students	Parks	Acres		
1. Three Water Storage Tanks				1. Sea View County Park	7.0		
				2. Badlands County Park	5.0		

N. Community Profile Area 14

Setting

Community Profile Area 14, shown on Figure LU-19, includes 117.62 acres and is generally bounded by the intersections of Crown Valley Parkway/Niguel Road, Alicia Parkway/Niguel Road and Alicia Parkway/Crown Valley Parkway.

The profile area currently includes a concentrated mix of retail, office, restaurant and civic center land uses. The land uses in the profile area are situated within separate areas. Each of the areas are separated by major arterials and parking areas. A significant amount of traffic occurs in the vicinity of the profile area. The area is not well oriented for pedestrian circulation.

The northeastern portion of the profile area consists mostly of office uses. The South County Branch of the U.S. Post Office is located in this area.

The southeastern portion of the profile area is the Town Center area. It consists of retail, office and restaurant uses. The Town Center has a variety of retail stores and a sufficient amount of parking area. However, much of the available parking is located away from the retail uses. The Town Center lacks a uniform design theme and pedestrian-oriented spaces for people to use.

The western portion of the profile area currently includes the County of Orange Civic Center. If the County Civic Center relocates from this area, office and retail uses are projected for that site. In addition, City Hall facilities may be incorporated with the office use projected for the site.

Sub Profile Area Analysis

A. Town Center

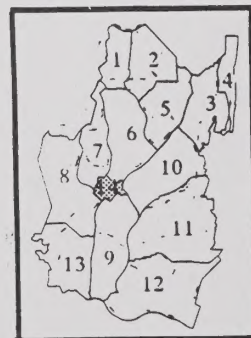
This area is designated Community Commercial and Public/Institutional. It includes 325,010 sq.ft. of Community Commercial uses and is built-out. The Laguna Niguel Presbyterian Church is designated Public/Institutional. In addition, the South County Branch of the U.S. Post Office is designated Public/Institutional.

B. Crown Valley Center

This sub area is designated Community Commercial. The sub area currently includes 163,610 sq.ft. of retail and office uses. A maximum of 24,070 sq.ft. of additional Professional Office use is projected for this sub area.

COMMUNITY PROFILE AREA 14

Sub Profile Areas



LU-19

C. Town Center Expansion

This area is designated Community Commercial; Professional Office; Public Institutional. The area currently includes the County of Orange Civic Center which encompasses 46,860 sq.ft. If the County Civic Center vacates this area, a maximum of 130,680 sq.ft. of Community Commercial and a maximum of 217,800 sq.ft. of Professional Office uses are envisioned for the site. Future development of the site may also include City Hall facilities. The existing Crown Valley Branch Library and Fire Station #5 will also remain within the sub area.

D. Alicia Parkway Center

This sub area is designated for Community Commercial land uses. The area is built-out and includes 82,230 sq.ft. of retail uses.

COMMUNITY PROFILE AREA 14 STATISTICAL SUMMARY							
	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. Town Center	0	0	0	325,010	325,010	0	1,2
B. Crown Valley Center	0	0	0	163,610	187,680	24,070	3
C. Town Center Expansion	0	0	0	46,860	348,480	301,620	5
D. Alicia Parkway Center	0	0	0	82,230	82,230	0	4
TOTAL	0	0	0	943,400	641,780	325,690	
	Population			Employment			
TOTAL	0	0	0	1,905	2,946	1,041	
NOTES:							
1. The Town Center area includes two gas stations with car washes.							
2. The Town Center area includes the Laguna Niguel Presbyterian Church which is permitted a maximum development of 38,814 sq. ft. The church is not included in the commercial square footage above.							
3. The Crown Valley Center area includes one gas station.							
4. The Alicia Parkway Center includes a gas station and a pre-school with 130 students.							
5. The Town Center expansion area includes a gas facility to service County vehicles.							
Public Facilities	Sq. Ft.	Schools		Students	Parks		Acres
1. South County Court House							
2. Fire Station 5							
3. Sheriff Sub Station							
4. Library							
5. Maintenance Facility							
6. South County Post Office							
7. Laguna Niguel City Hall							

Chapter Three
OPEN SPACE

General Plan for the City of Laguna Niguel
Chapter 3 - Open Space/Parks/Conservation
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General Plan for the City of Laguna Niguel
Chapter 3 Open Space/Parks/Conservation

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*Chapter Three***OPEN SPACE/PARKS/CONSERVATION****I. INTRODUCTION**

Open space and parks are essential in maintaining a high quality of life in Laguna Niguel. These areas provide a multitude of functions that are beneficial to the community. Some of these functions include: the provision of recreation areas; preservation of natural resources; avoidance of development in hazardous areas; and the establishment of buffers between incompatible land uses. Over one-third of Laguna Niguel is designated for Open Space use. This significant amount of open space area is one of the key features defining the character and urban form of the City.

The purpose of the Laguna Niguel Open Space/Parks/Conservation Element is:

- To assure the continued availability of predominantly open land for the enjoyment of scenic beauty, for recreation, and for conserving natural resources;
- To guide development in order to make wise and prudent use of the City's natural, environmental and cultural resources;
- To maintain and promote the cultural and archaeological heritage of the City;
- To maintain and enhance designated resource areas;
- To provide the foundation for a comprehensive open space management system involving all categories of open space; and
- To establish the basis for City collaboration with adjacent jurisdictions in broader open space and environmental resource management, including establishment of linkages with adjoining open space and trail systems.

The Open Space/Parks/Conservation Element consists of eight sections. Section II documents consistency with the Government Code requirements. Section III describes related plans and programs which have important implications for the management of Laguna Niguel's open space system. Sections IV, V, VI, and VII present Open Space; Parks and Recreation; Hiking; Equestrian and Bikeways; and Conservation Components, respectively. Section VIII presents the goals and policies which will guide the effective management and conservation of its open space resources. Many of the goals and policies are derived from related plans and programs that effect the open space resources in and around the City. Section IX includes growth management policies for parkland and open space. Each of these major ingredients constituting a total open space system is given specific guidance in this element.

II. CONSISTENCY WITH STATE PLANNING LAW

A. Open Space Element

California Government Code Section 65302(e) requires that an Open Space Element be prepared, as one of the seven mandated elements of a General Plan. The purpose is to assure that every City and County will prepare and carry out open-space plans which, along with state and regional open-space plans, will accomplish the objectives of a comprehensive open-space program.

The Government Code further defines that open space should be preserved:

- For the preservation of natural resources;
- For the managed production of resources;
- For outdoor recreation; and
- For public health and safety.

B. Parks and Recreation/Trails Element

California State law does not mandate the preparation of a Parks and Recreation Element or Trails Element of the General Plan. However, they are often prepared by cities and counties due to the concern of providing sufficient parkland and trails for residents. The Parks and Recreation/Trails component of this Element focuses on the City's existing and future parkland and trail system, and the policies for the enhancement and maintenance of these facilities.

C. Conservation Element

Government Code section 65302 (d) requires that all General Plans shall include: "...A Conservation Element for the conservation, development and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources."

The conservation element overlaps provisions found in the open space, land use, safety and circulation elements. It differs, however, from other portions of the general plan in that it is almost exclusively oriented toward natural resources. The conservation element emphasizes the conservation, development and use of specified resources.

III. RELATED PLANS AND PROGRAMS

There are a number of plans and programs related to the local and regional open space system of Laguna Niguel. Many of these plans and programs were implemented concurrent with the development of the community. Most of them are still being implemented today. They are enacted through State, County and local legislation and are administered by a variety of different agencies or special districts. Together, they help form the open space system for Laguna Niguel as well as the regional open space system for south Orange County. The relevant goals and policies from these plans and programs, where appropriate, have been adapted to and incorporated into the Element to ensure the continued conservation of local and regional open space resources.

City of Laguna Niguel Park and Recreation Master Plan: The Park and Recreation Master Plan was prepared for the Laguna Niguel Community Services District in 1989. The plan provides a community needs assessment, a facilities inventory, and a programs evaluation analysis. The plan contains a number of goals and policies related to the conservation, enhancement and acquisition of park and recreation facilities within the City.

City of Laguna Niguel General Plan Elements: Three Elements of the City's General Plan augment the Open Space/Parks/Conservation Element in achieving appropriate policy direction for open space and natural resource management. They include: the Land Use Element, which specifies the arrangement and amount of various land uses throughout the City, including appropriate open space designations; the Public Facilities Element, which guides the provision of public uses and buildings and states various levels of service; the Circulation Element, which prescribes arterial highway routes requiring scenic treatment.

County of Orange Recreation Element: The Recreation Element contains policies pertaining to the acquisition, development, operation, maintenance and financing of the County's recreation facilities, which include regional recreation facilities, local parks and riding and hiking and equestrian trails. In conjunction with the Recreation Element; the Orange County Local Park Code establishes the parkland requirements and standards for new development. The Local Park Code has been implemented in Laguna Niguel even though the City has not adopted the Recreation Element. The Local Park Code references those portions of the County's Recreation Element which establish local park location, requirements for improvements and design criteria. These two plans provide a local and regional park planning context for the Laguna Niguel Open Space/Parks/Conservation Element.

County of Orange Resources Element: The County's Resources Element includes an inventory of the county-wide resources such as agricultural, mineral, and wildlife resources, energy, water, air, open space, and cultural-historic resources. The element also includes goals, policies and programs for the development, management, preservation, and conservation of the county's resources. This Element provides regional resource information for Laguna Niguel and immediately surrounding areas; particularly the unincorporated territory.

County of Orange Master Plan of Scenic Highways: The Orange County Master Plan of Scenic Highways designates Alicia Parkway (north of Aliso Creek Road), Camino del Avion, Crown Valley Parkway, La Paz Road, Moulton Parkway, Niguel Road (from Crown Valley Parkway to Camino del Avion), and Street of the Golden Lantern as landscaped corridors. These corridors have been incorporated into the City's open space plan.

Salt Creek Corridor Specific Plan and General Development Plan: The Salt Creek Corridor Specific Plan and General Development Plan both provide comprehensive goals, policies, and implementation actions that effect the design and urban interface of the Salt Creek Corridor. The purpose of the two plans is to increase user access, provide for qualitative regional recreation, re-establish natural vegetation and wildlife habitats and achieve cost effective long term maintenance. Originally prepared under County auspices, this plan now falls partly within Laguna Niguel and partly within Dana Point. The Habitat/Conservation orientation within the Plan is emphasized in Laguna Niguel.

City of Laguna Niguel Local Coastal Program: The 1976 California Coastal Act was enacted to protect the natural and scenic qualities of the California coast and to promote public access. The Coastal Act requires that each jurisdiction with land in the coastal zone prepare a local coastal program. The local coastal program is required to provide a series of policies and standards that conserve and enhance the coastal resources within a community. The Local Coastal Program is comprised of portions of the South Laguna Specific Plan, and the Aliso Creek Specific Plan. Relevant policies and programs from these plans as they relate to Laguna Niguel's coastal resources have been incorporated into the City's Local Coastal Program.

South Laguna Specific Plan/Local Coastal Program: This Plan represents the Specific Plan and Local Coastal Program for the South Laguna Segment of the South Coast Planning Unit in southwest Orange County. Most of the South Laguna Specific Plan area is within the City of Laguna Beach. However, the City of Laguna Niguel does have residential areas located off of Pacific Island Drive which are within the South Laguna Specific Plan area. As mentioned above, the South Laguna Specific Plan was adopted as the City's Local Coastal Program. The Plan consists of five major components: Resources, Transportation, Access, New Development and Community Design and Landscape. Each of the components provides an existing conditions description, issues analysis, and existing and proposed policies.

Aliso Creek Corridor Specific Plan: The Specific Plan provides plans for Aliso Creek as an open space/recreation corridor. It also establishes the policy framework for corridor development and resource management. This framework is based upon an overall land use/circulation plan and comprehensive goals, policies, guidelines and implementation techniques, including guidance on urban/open space interface treatment. As mentioned above, relevant policies from the Specific Plan have incorporated into the City's Local Coastal Program.

Laguna Niguel Hillside Protection Ordinance: The City's Hillside Protection Ordinance contains regulations that provide for the protection and preservation of steep hillside areas in Laguna Niguel. The Ordinance specifically addresses development restrictions in steep areas, limitations on earth movement, contouring of manufactured slopes, slope and retaining wall heights, landscaping and other visual mitigation and protection of biological resources.

IV. OPEN SPACE COMPONENT

A. Open Space

Open space in Laguna Niguel is defined by its use characteristics. This definition is difficult to apply to all open space lands. Some passive open space areas may contain riding and hiking and equestrian trails and bikeways that offer active recreation. Open Space is defined as areas that predominately offer passive forms of recreation and are not intended for active sports activities. An open space area may still include bikeways or hiking trails. The designation is applied to open space corridors, greenbelt areas, landscaped slopes and conservation areas.

1. Regional Open Space

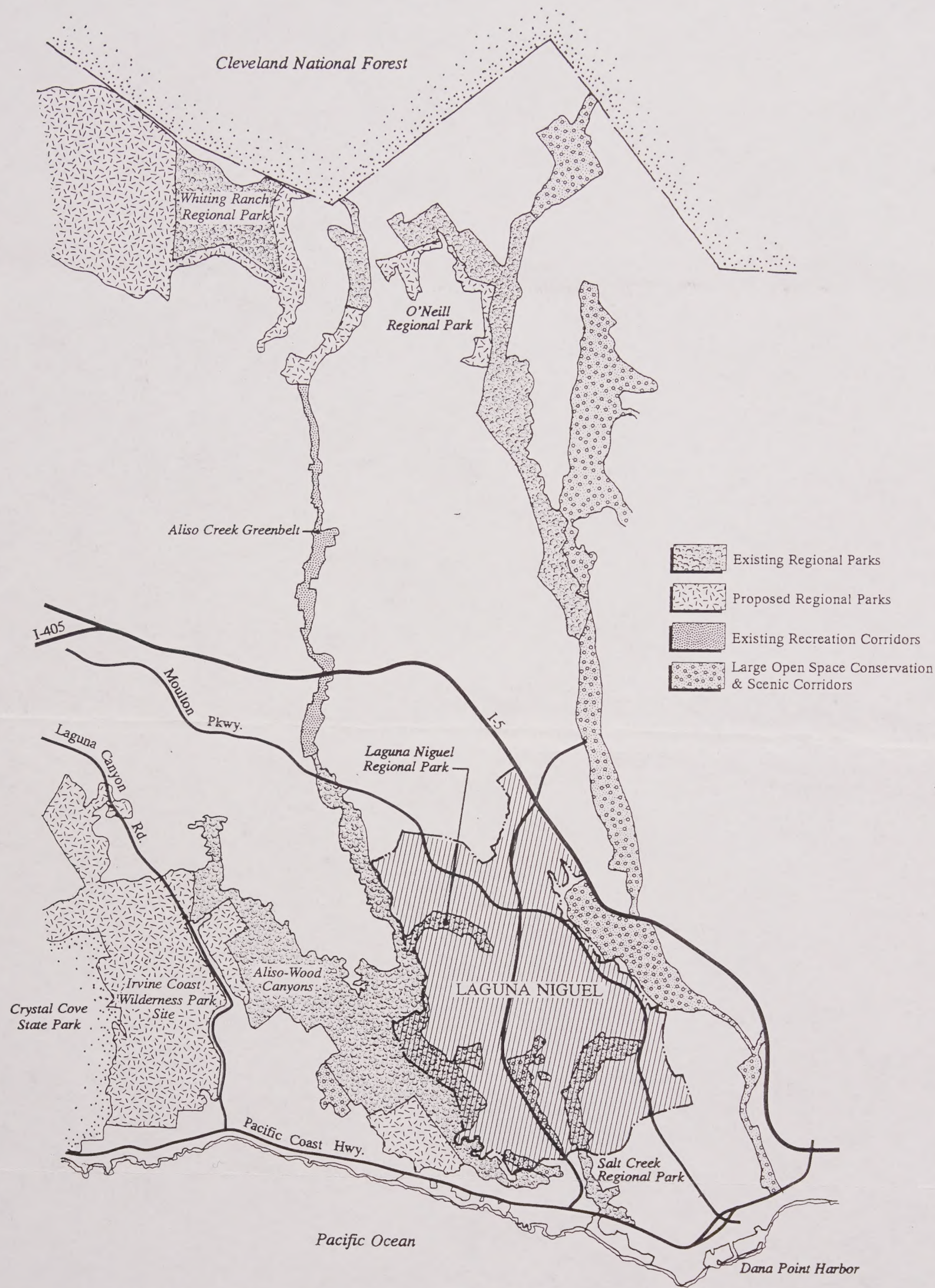
The open space system in Laguna Niguel is a segment of a larger open space network in South Orange County. Figure OS-1 depicts the regional open space network situated around Laguna Niguel. As shown, the City provides an important open space link to several regional facilities along the Coast as well as a linear open space link to the Santa Ana Mountains to the east.

The City contains or is adjacent to a number of regional open space facilities that serve the varied regional open space and recreation needs of the residents of Laguna Niguel and the citizens of Orange County. Regional open space facilities include: regional parks, open space corridors, public beaches and harbors, historic sites and wilderness areas.

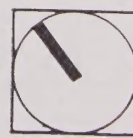
The City includes or is adjacent to, four regional open space facilities: Laguna Niguel Regional Park, Aliso Creek Corridor, Salt Creek Regional Park and Aliso and Wood Canyons Regional Park. Each of these parks is designated as a regional recreation facility in the Orange County Master Plan of Recreation Facilities. The southwest parks offer a wide variety of passive and active open space opportunities which have a Countywide attraction.

The Laguna Niguel Regional Park and the Salt Creek Regional Park act as staging areas, in addition to their more direct recreation uses. Both of these parks contain trail systems that provide linkage to other open space facilities in South Orange County. Laguna Niguel Regional Park provides trail access to the Aliso and Wood Canyons Regional Park, Irvine Coast Regional Park, Laguna Laurel Regional Park and Crystal Cove State Park. Additionally, Laguna Niguel Regional Park provides trail access to the Aliso Creek Corridor. This regional open space corridor

Regional Open Space Map



SOURCE: Orang



provides trail access from Laguna Niguel to Whitting Ranch Regional Park and the Santa Ana Mountains to the east. Salt Creek Regional Park is a portion of the Salt Creek Open Space Corridor. The corridor extends from Laguna Niguel to the Pacific Ocean, and also provides a trail linkage to the Colinas Bluff Regional Riding and Hiking Trail to the east, the corridor includes a number of recreational and educational opportunities for visitors.

Because of the demands placed on the County's regional open space network, it is critical that it be well maintained. This network enhances open space opportunities for all residents of Orange County. Many of the regional open space facilities in or adjacent to Laguna Niguel affect neighboring cities and communities. Open space planning and management coordination among these different entities is essential.

2. Local Open Space

In Laguna Niguel there are approximately 3,677 acres of open space. This area represents over one-third of the total land area of the City. The City's open space system is comprised of parks, open space corridors, greenbelts, hillsides and landscaping and conservation areas. In Laguna Niguel the ownership and management of open space varies. Open space lands in the City include publicly and privately owned property, as well as private lands in which the City owns a partial interest through the acceptance of offers of dedication and easements. Figure OS-2 shows Open Space and Parks and Recreation Areas in the City.

3. Scenic Corridors Plan

The Scenic Corridor Plan of the Open Space Component fulfills the requirement of California Government Code Section 65302(h) which mandates a Scenic Highway Element of the General Plan. The Plan shown on Figure OS-3 identifies citywide scenic highway routes. These routes are consistent with the County of Orange Master Plan of Scenic Highways, with the exception of the addition of the portion of Alicia Parkway between Aliso Creek Road and Crown Valley Parkway and Pacific Island Drive. The Scenic Highways Plan defines two types of scenic highways, Viewscape Corridor and Landscape Corridor.

Viewscape Corridor: A viewscape corridor is a route which traverses a corridor within which unique or unusual scenic resources and aesthetic values are found. This designation is intended to minimize the impact of the highway's and land development upon the significant scenic resources along the route. Safety roadside rests and vista points are encouraged to be developed to enhance the scenic value of the corridor. At this time there are no designated viewscape corridors in Laguna Niguel.

Open Space Categories:

-  Parks and Recreation
-  Open Space
-  Water

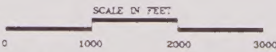
Open Space
Element Map



The City of
LAGUNA NIGUEL
General Plan



OS-2



Scenic Highways



Landscape Corridor: A landscape corridor traverses developed or developing areas and has been designated for special treatment to provide a pleasant driving environment, as well as community enhancement. Development within the corridor should serve to complement the scenic highway. Alicia Parkway, Camino del Avion, Crown Valley Parkway, La Paz Road, Moulton Parkway, Niguel Road (between Crown Valley Parkway and Camino del Avion), Pacific Island Drive and Street of the Golden Lantern are all designated Landscaped Corridors.

4. Park and Recreation Facility Classification

In order to assist the community in understanding the types of park and recreation facilities provided, the following hierarchy is suggested: Neighborhood Parks, Mini-Parks, Community Parks, Regional Park, Special Parks and Recreation Facilities and Recreation Facilities. Figure 4-4 illustrates the location of all park and recreation facilities in the City, and Table 4-4 provides an inventory of parks and recreation facilities. The Open Space/Parks/Conservation Element provides a comprehensive inventory of each specific park and recreation facility in Laguna Niguel. This table must be changed to reflect the current mix of park and recreation facilities in the City. It is the City's goal to provide a mix of park and recreation facilities that will provide the overall quality of recreation services. Below is a description of the six types of park and recreation facilities provided.

V. PARKS AND RECREATION COMPONENT

Recreation planning is a process that relates the leisure time of people to space. In the broadest sense, recreation planning is concerned with human development and the stewardship of land by helping to relate people to their environment.

Parks and recreation facilities are an integral component of the open space system for Laguna Niguel. Figure OS-2 shows the park and recreation and open space areas within the City. The City contains a vast amount of public and private park and recreation facilities. Residents take pride in the amount and quality of parks in the City. Parks and recreation facilities serve the community by providing welcome open space, and a place to go for active recreation or rest. The satisfaction of open space and recreation needs is one of the most important values of the City.

The Parks and Recreation Component is an expression of the community's objectives, needs and priorities for the provision of high quality recreation space and facilities. The Parks and Recreation Component and the Laguna Niguel Park and Recreation Master Plan work in concert to ensure that a sufficient mix of park and recreation facilities are available to the community.

A. Park and Recreation Facility Classifications

In order to meet the recreation needs of residents, six types of park and recreation facilities are provided. Such facilities include; Neighborhood Parks, Mini-Parks, Community Parks, Regional Park, Private Parks and Recreation Facilities and School Recreation Facilities. Figure OS-4 identifies the location of all park and recreation facilities in the City, and Table OS-1 provides an inventory of parks and recreation facilities. The Open Space/Parks/Conservation Element provides a comprehensive inventory of each specific park and recreation facility in Laguna Niguel. Together these six categories define the diverse mix of park and recreation facilities in the City. It is the mix of park and recreation facilities that establishes the overall quality of recreation service. Below is a description of the six types of park and recreation facilities provided.

Park and Recreation Facilities



Table OS-1
Inventory of Parks and Recreation Facilities

Site No.	Facility	Parks & Rec. Type (By Fnc.)*	Net Usable Acreage	Passive Uses	Active Uses	Ownership Category **
1	Casa La Paz	PRF	.2	None	Pool	2
2	Laguna Gardens	PRF	.18	None	Pool	2
3	Aliso Niguel Park	NP	5.6	Picnic Tables; Barbecues	Baseball/Softball and Multi-purpose Fields; Tennis Courts	2
4	Village Niguel Terrace	PRF	.34	None	Pool	2
5	Village Niguel Terrace II	PRF	.26	None	Pool	2
6	Village Niguel Gardens	PRF	.34	None	Pool	2
7	Country Village 3	PRF	.60	Unimproved	Unimproved	2
8	Country Village 2	PRF	.76	Unimproved	Unimproved	2
9	Galivan Basin	CP	20.0	Proposed	Proposed	1
10	Village Niguel Homes	PRF	.5	None	Swimming Pools	2
11	Niguel Heights	NP	2.7	Unimproved	Unimproved	1
12	Future School/Park	SRF	8.4	Proposed	Proposed	4
13	Country Village 1	PRF	.84	Unimproved	Unimproved	2
14	Del Prado	PRF	.22	None	Pool	2
15	Aliso Creek Park	NP	5.6	None	Proposed	1
16	Lake Park Swimming Pool	PRF	.29	None	Swimming Pool	2
17	Yosemite Park	NP	4.8	None	Multi-purpose Field; Playground; Swing Set	1
18	The Club	NP	6.5	Picnic Tables	Multi-purpose field swimming, tennis, volleyball, basketball	2
19	Ventana	PRF	.74	None	Swimming Pool; Tennis Court	2
20	Expressions	PRF	.20	None	Pool	2
21	Milano	PRF	.11	None	Pool	2
22	Marian Bergeson Elementary	SRF	3.2	None	Volleyball, Basketball and Racquetball Courts	4
23	Rancho Niguel Park	NP	3.5	None	Baseball/Softball and Soccer Fields	1
24	Rolling Hills	PRF	5.3	Picnic Tables; Fire Rings	Multi-Purpose Meadow; Swimming Pool; Tennis Court	2
25	Colinas Capistrano 1	PRF	.086	None	Pool	2
26	Colinas Capistrano 2	PRF	.086	None	Pool	2
27	Colinas Capistrano 4	PRF	.27	None	Tennis Court/Open Turf	2
28	Costa Brava	PRF	.45	None	Pool	2
29	Laguna Niguel Regional Park	RP	174.0	Picnic Tables, Fire Rings, Fishing Area/Lake Stream, Barbecues	Multi-purpose Field; Tennis and Volleyball Courts; Playground; Par Course	3
30	Ridgeview Park	MP	1.0	Benches	Playground	1

Table OS-1
Inventory of Parks and Recreation Facilities

Site No.	Facility	Parks & Rec. Type (By Fnc.)*	Net Usable Acreage	Passive Uses	Active Uses	Ownership Category **
31	Kite Hill	PRF	4.2	Picnic Tables	Baseball/Softball and Football/Soccer Fields; Multi-purpose Meadow; Swimming Pool; Tennis and Basketball Courts	2
32	Niguel Hills Middle School	SRF	10.0	None	Baseball/Softball and Soccer Fields; Volleyball and Basketball Courts	4
33	Colinas Capistrano 5	PRF	.17	None	Pool	2
34	Colinas Capistrano 6	PRF	.82	None	Pool	2
35	Crown Valley Elementary	SRF	6.3	None	Softball/Baseball and Soccer Fields; Tennis, Volleyball, Handball and Basketball Courts; Playground	4
36	The Foothills	PRF	2.7	None	Multi-purpose Meadow; Swimming Pool	2
37	Clipper Way	NP	2.7	Unimproved	Unimproved	1
38	Capri	PRF	1.06	Benches	Pool & turf area	2
39	Jamaica	PRF	.035	None	Pool	2
40	Pointe Niguel	PRF	0.9	None	Swimming Pool; Tennis Court	2
41	Crown Valley Community Park	CP	31	Picnic Tables, Garden Stream, Botanical Garden, Amphitheater, Barbecues	Softball/Baseball and Soccer Fields; Swimming Pool; Tot Lot; Par Course; Climbing Structure	1
42	La Plata Park	NP	2.4	None	Multi-purpose fields, playground	1
43	Hidden Hills Neighborhood Park	NP	2.4	Picnic Tables; Barbecue	Multi-purpose Field; Basketball Court; Playground; Swing Set	1
44	Niguel Ranch Park #1	NP	3.0	Picnic Tables; Barbecues	Tennis and Basketball Courts	2
45	Alicia Park	PRF	.18	None	Turf area	2
46	Niguel Vista	PRF	1.72	None	Turf Area, Basketball	2
47	Highlands	PRF	6.0	Picnic Tables; Fire Rings	Football/Soccer Field; Multi-purpose Meadow; Swimming Pool	2
48	Moulton Elementary	SRF	6.0	None	Baseball/Softball, Soccer and Multi-purpose Fields; Volleyball, Racquetball and Basketball Courts; Playground	4
49	Niguel Woods Park	NP	2.0	Benches	Multi-purpose Field; Playground; Swing Set	1
50	Hampton Court	PRF	.17	None	Pool	2
51	Unnamed	PRF	.23	None	Pool	2
52	La Hermosa Park	MP	.5	Picnic Table, Barbecues	Multi-purpose Field; Playground; Swing Set	1
53	Niguel Ranch Park #2	NP	2.0	Picnic Tables; Fire Rings	Multi-purpose Field; Tennis Court; Playground	2
54	Sandling Park	NP	3.05	None	Open Turf Area, Ballfield	1
55	Future School	SRF	6.5		Proposed	4

Table OS-1
Inventory of Parks and Recreation Facilities

Site No.	Facility	Parks & Rec. Type (By Fcnct.)*	Net Usable Acreage	Passive Uses	Active Uses	Ownership Category **
56	Hidden Hills	PRF	.73	None	Pool & turf area	2
57	Laguna Serrano	PRF	.6	None	Pool & turf area	2
58	Crystal Cay	PRF	.17	None	Multi-purpose Meadow; Swimming Pool	2
59	Chandon	PRF	.93	None	Pool, Turf Area	2
60	Niguel Summit 2	PRF	.53	None	Pool, Turf Area	2
61	Niguel Summit 1	PRF	.16	None	Pool	2
62	Marina Hills	PRF	2.39	Fine rings, picnic area	Tennis, pool, turf area	2
63	Marina Hills Park	NP	6.5	None	Baseball/Softball and Multi-purpose Fields; Volleyball and Basketball Courts; Playground	1
64	Encore	PRF	.32	None	Swimming Pool	2
65	Laguna Heights 1	PRF	.11	None	None	2
66	Laguna Heights 2	PRF	.34	None	None	2
67	Laguna Heights 3	PRF	1.05	None	None	2
68	Park Vista #1	PRF	2.28	Unimproved	Unimproved	2
69	Seminole	NP	2.2	Benches	Multi-purpose Field; Playground; Swing Set	1
70	El Niguel Golf Course	PRF	139	None	Golf Course	2
71	Niguel Summit 3	PRF	.28	None	Pool	2
72	Niguel Summit 4	PRF	.27	None	Pool	2
73	George White Elementary	SRF	5.0	None	Multi-purpose Fields; Playground	4
74	Palm Court	PRF	.72	None	Tennis court, turf area	2
75	Niguel Pointe	PRF	.51	None	None	2
76	Redondo Park	NP	1.03	None	Turf area	1
77	Chapparosa Park	CP	23.3	Picnic Tables, Benches, Barbecues	Baseball/Softball and Multi-purpose Fields; Volleyball and Basketball Courts; Playground	1
78	Reef View Node	NP	3.0	None	Turf area	1
79	Park Vista #2	PRF	.43	Picnic Area	Turf area	2
80	Siena	PRF	.17	None	Pool	2
81	Killini	NP	1.03	None	Turf area	1
82	El Niguel	PRF	3.74	None	Tennis courts	2
83	Pacific Island Village III	PRF	1.02	None	Pool & turf area	2
84	Monarch #3	PRF	.43	Picnic Tables	Swimming Pool	2
85	Seaview Park	OCP	1.0	Picnic Tables, Benches	None	3
86	Laguna Sur	PRF	.44	Picnic Tables; Fire Rings	Swimming Pool; Tennis Court	2
87	Casalero	PRF	1.4	None	None	2
88	Monarch #2	PRF	.35	Picnic Tables	None	2

Table OS-1
Inventory of Parks and Recreation Facilities

Site No.	Facility	Parks & Rec. Type (By Fnc.)*	Net Usable Acreage	Passive Uses	Active Uses	Ownership Category **
89	Laguna Sur	PRF	.29	None	Pool	2
90	Pacific Island Village #2	PRF	.17	Picnic Tables	None	2
91	Laguna Woods	PRF	.90	Picnic Tables	Multi-purpose Meadow; Swimming Pool	2
92	Crest de Ville	PRF	1.1	None	Open Turf Area	2
93	Beacon Hill #1	PRF	1.77	None	Multi-purpose Meadow; Tennis Court	2
94	Beacon Hill Park	NP	4.5	None	Multi-purpose Field	1
95	Beacon Hill #2	PRF	.28	None	Multi-purpose Meadow	2
96	Beacon Hill #3	PRF	.28	None	Multi-purpose Meadow	2
97	Pacific Island Village #1	PRF	.22	Picnic Tables	None	2
98	Monarch #1	PRF	.84	None	Tennis Court	2
99	Pacific Island Village I	PRF	.34	None	Pool	2
100	Badlands	OCP	5.0	Benches	None	3
101	Mount Vernon	PRF	2.2	None	Open turf, tennis	2
102	Beacon Hill #4	PRF	.28	None	Swimming Pool; Tennis Court	2
103	Bear Brand Rd.	PRF	.52	Unimproved	Unimproved	2
104	Bear Brand Overlook	NP	2.3	Unimproved	None	1
105	Bear Brand Mini-Park	MP	1.1	Picnic Tables	Basketball; Playground	2
106	Bear Brand Park	NP	5.0	Picnic Tables, Barbecues	Baseball/Softball, Soccer and Multi-purpose Fields; Playground; Swing Set	1
107	Malcom Elementary	SRF	2.75	None	Courts, ballfields, turf	4
108	Charles Avenue	NP	2.0	None	None	1
109	Quisset Bay/Le San Tropez	PRF	.55	None	Multi-purpose Mead Swimming Pool; Tennis Court	2
110	Future School/Park	SRF	6.7	Proposed	Proposed	4

CP	Community Park	1	City Parks/Recreation
MP	Mini Park	2	Private Parks/Recreation
NP	Neighborhood Park	3	County Parks/Recreation
OCP	Orange County Park	4	Capistrano Unified School Dist.
OS	Open Space		
PRF	Private Recreation Facility		
RP	Regional Park		
SRF	School Recreation Facility		

County Regional and Non-Regional Park: Regional parks are operated by the County Department of Harbors, Beaches and Parks and serve the varied recreation needs of County residents. Regional parks provide significant open space, and opportunities for picnicking, boating and organized sports activities. The City of Laguna Niguel includes the Laguna Niguel Regional Park and portions of the Salt Creek Regional Park and the Aliso and Woods Canyons Regional Park. Additionally, Laguna Niguel has two smaller County, non-regional parks; Seaview Park, and Badlands Park. These parks serve as scenic destination facilities which function as neighborhood or community parks rather than regional facilities. Seaview Park is seven acres in size with one acre of useable area and is located on Talavera Drive near Pacific Island Drive. The park is primarily passive in character providing views of the ocean to the south. Badlands Park is a five-acre site located in the southwestern area of the City. The park site is primarily passive in character, providing distant views to the south. Also within the City boundaries is Side Canyon Park, however, this area is located within the Aliso and Wood Canyons Regional park along the steep hillsides west of Coronado Point. The site offers no useable area and no trail access is available, although trails may be completed at a later date.

Community Park: A community park is typically a 20 to 50 acre site designed to meet the active recreational needs of several neighborhoods. These parks are intended to serve a drive-to clientele within a radius of up to three miles. They contain facilities which require more space than neighborhood parks, and which may include playfields, basketball courts, tennis courts, swimming pools, community centers and off-street parking. Laguna Niguel has two community parks, Crown Valley Community Park and Chapparosa Community Park.

Neighborhood Park: A neighborhood park is any general use local park developed to serve the needs of a particular neighborhood within a community. The size of the park depends on the population within its service area and the extent of desired amenities, but usually ranges from 2 to 20 acres. Typical neighborhood parks may be within walking or bicycling distance of park users with a service radius of approximately 1/2 mile. These parks may feature such amenities as children's play areas, ball fields, and open turf areas. Presently, Laguna Niguel contains 22 neighborhood parks.

Mini-Parks: A mini-park is a small park site generally consisting in size between 2500 square feet and 1 acre. These parks may serve any age group, depending on the characteristics of the neighborhood. They usually feature play apparatus, a paved area, benches and landscape treatment. They may also feature a children's play area, quiet game areas and some sports activities if space allows. Some mini-parks are

natural areas with minimal improvements, which help safeguard identified natural resources or serve as viewpoints.

Private Park or Recreational Facilities: These facilities are operated by homeowners associations for the exclusive use of association members. Some facilities are fully featured recreational clubs with gymnasiums, indoor and outdoor courts, ballfields, pools and trail systems. Some are parks with open grass meadows, sports courts and ballfields in addition to swimming pools and spas. These facilities vary in size from less than 1 acre to 10 acres. Presently, there are 68 private recreation facilities in the City.

In addition to the private facilities offered to the public by virtue of residency, there are also private, membership clubs within the City. These facilities include Allen's Athletic Club, Laguna Niguel Racquet Club, and El Niguel Country Club.

School Recreation Facilities: School recreation facilities are operated by the Capistrano Unified School District. School recreation facilities are for the use of students during school hours and are available to the public at other times. Presently, there are five school recreation facilities in Laguna Niguel.

B. Parks and Recreation Inventory

The Parks and Recreation Inventory Plan classifies the City's park and recreation facilities into four categories: City Parks/Recreation; Private Parks/Recreation; County Parks/Recreation; and School Recreation Facilities. These categories are based upon ownership. Table OS-1 provides a listing of the type, acreage, facilities and ownership for each park and recreation facility in the City. The number that is assigned to each facility is keyed to the Parks and Recreation Facilities Map, shown on Figure OS-4.

Below is a description of the four categories of parks and recreation facilities used in the Parks and Recreation Inventory.

City Parks/Recreation: The City Parks/Recreation designation is applied to city owned parks and recreational facilities. These areas predominantly provide for active recreation uses. This designation is applied to mini, neighborhood, and community parks. City Parks/Recreation are maintained by the Laguna Niguel Community Services District.

Private Parks/Recreation: The Private Parks/Recreation designation is applied to privately owned and operated parks and recreational facilities. These areas predominantly provide for active recreational uses. This designation is applied to private mini and neighborhood parks and recreational facilities. These uses are maintained by private homeowners' or community associations.

County Parks/Recreation: This designation is applied to areas that provide parks and recreation facilities that are owned and maintained by the County of Orange. The County administers the three regional (Laguna Niguel, Aliso and Wood Canyons, and Salt Creek) and two community (Badlands and Seaview) Parks within the City. These facilities contribute to local parks and recreational opportunities.

School Recreation Facilities: This designation is applied to areas that provide recreation opportunities that are owned and maintained by the Capistrano Unified School District.

C. Parkland Standards

Because most of Laguna Niguel was developed while under the jurisdiction of the County of Orange, the City's parkland requirements and classification system is heavily influenced by the County of Orange Local Park Code. Laguna Niguel has adopted the County Local Park Code for local park planning and programming.

However, the City has adopted their own parkland requirements. The parkland standard for the establishment of future parkland is a minimum of three (3) usable acres of parkland for every 1,000 persons living in the City.

The Laguna Niguel Local Park Code, as applied in Laguna Niguel, allows for the payment of in-lieu fees or a combined provision of parkland and payment of in-lieu fees. In lieu fees are placed in a fund intended to provide for the acquisition and development of local park sites in the general area which serve the future residents of the property from which the fees are derived.

Laguna Niguel contains a considerable amount of private recreation facilities. These facilities contribute significantly to the open space and recreation needs of the community and are heavily used by its residents. Private parks and recreation facilities may also receive partial or full parkland credit.

The following public and private uses may be considered for Local Park Credit.

- a. Open turf areas (including but not limited to baseball and softball fields, soccer fields, football fields, field hockey, bowling greens).
- b. Pools (swimming and wading) large enough to accommodate water sports activities.
- c. Game courts (including but not limited to handball courts, tennis courts, badminton courts, paddle tennis courts, squash courts, volleyball courts).
- d. Jacuzzi and spas when connected and integral to a swimming pool facility.

D. Local Park Land Site Criteria

Local park land is generally intended for active recreation, but may accommodate passive recreation in special cases. In general, however, both public and private park sites for which local park code credit is granted shall conform to the following site criteria:

1. Size

Minimum parcel size is normally one acre for economy of scale in maintenance costs.

2. Shape

Property offered to satisfy local park code credit requirements must generally be consolidated parcels that are independently developable. However, in unusual circumstances, the Community Development Director may approve linear configurations or oddly-shaped parcels of land to accommodate trail connections or provide uniquely valuable open space additions.

3. Slope

Active recreational pursuits, such as team field sports, game courts, and activity buildings require predominantly level (maximum 1 % slope) land. Sloping land up to 20 % may be acceptable where it has utility for picnicking or other passive recreation activities when it complements usable park area (maximum 1 % slope) or when it appears consistent with uses proposed for a special purpose park site.

All parks improved for active recreation purposes (i.e., ballfields, court sports, etc.) shall be graded to a maximum 1% slope within areas proposed for active recreational uses. Sites that are not required to be improved by the developer shall be rough graded to a maximum 2%.

4. Outstanding Topographic Features and Natural Resources

In exceptional cases, land containing outstanding natural resources or scenic features with obvious potential for enjoyment by local residents or for recreation pursuits appropriate thereto may be considered for partial credit.

5. Dedication and Acceptance

All offers of dedication shall be irrevocable and are to be offered to the City or its designee no later than the recordation of the final subdivision map or by separate recorded instrument. Irrevocable offers of dedication for all local park sites shall be made in perpetuity to the City of Laguna Niguel (or its designee), be recorded, and run with the land.

6. Utilities

Utilities determined to be necessary to support the recreational facilities designated (i.e., water, sewer, gas, electricity, telephone, storm drains, etc.) shall be stubbed out to the park site.

7. Location Criteria

- a. Provide easy access to pedestrians, bicyclists, and maintenance and public vehicles to the extent practicable.
- b. Avoid separation of park from user population by major highways, railroads or untraversable obstacles.
- c. Observe following criteria in determining maximum distance between site and service area population:

<u>Park Type</u>	<u>Service Area Radius</u>
Local, Mini-park	.25 mile
Neighborhood	.50 mile
Community	3.0 miles
View park	No Requirement

- d. Situate local park sites adjacent to or near public schools, greenbelts, open space corridors, or other community open space/recreation facilities to promote harmonious land use relationships, increasing neighborhood efficiency and amenity.

E. Parkland Needs Assessment

The methods and techniques of parkland needs assessment essentially focuses on the application of space and facility standards to a population or planning area. These standards typically do not distinguish significant differences in demographic character, density, or leisure pattern. Therefore, they should only be used as one guideline in the parkland needs assessment of a community.

Table OS-2 provides a summary of existing and proposed park and recreation facilities in the City. The existing park acreage includes those facilities which have been developed as well as facilities not yet improved. All parks and recreation facilities which have been recorded on official City maps are considered existing. The proposed park acreage consists of future facilities which have not been planned to date nor recorded on official City maps.

Table OS - 2 Park Land Summary			
Facility Classification	Present Acres	Future Acres	Total
Community Parks	54.3	20	74.3
Neighborhood Parks	73.8	15.1	88.9
Mini Parks	2.6	0	2.6
Orange County Parks	6.0	0	6.0
Private Parks/ Recreation Facilities	55.3	0	55.3
School Recreation Facilities	39.9	0	39.9
TOTAL	231.9	35.1	267.0

Existing Parkland

The City of Laguna Niguel modified the County's Local Park Code to require parkland dedication of three (3) acres per 1,000 persons, rather than the County standard of 2.5 acres per 1,000 persons. The City has the authority to require a minimum of 3 acres/1,000 persons according to the Quimby Act, adopted by the State in 1965.

The General Plan Parks and Recreation Inventory is the most comprehensive effort to date to quantify the recreation facilities available to the residents of Laguna Niguel. The facilities classified in Table OS-2 represent the recreation opportunities available

to the public and residents of private communities. These parks and recreation facilities serve the neighborhood and community recreation needs of Laguna Niguel residents. Utilizing the present Parkland acreage identified in Table OS-2, the City includes 231.9 acres of useable parkland. Based upon the City's current population of 46,251 the parkland to population ratio equates to 5.0 acres per 1,000 persons. At build-out the City is anticipated to include 267.0 acres of useable parkland. Based on the City's projected population of 61,671, the parkland to population ratio at build-out is expected to be 4.3 acres per 1,000 persons.

Candidate Park Sites

There are a number of environmental, governmental, economic and legal issues that must be considered before selecting candidate park sites. While these constraints do not pose absolute barriers, they may inhibit the timely achievement of recreation objectives and efforts to implement recreation programs.

The majority of Laguna Niguel's development is currently entitled to buildout. Most of the undeveloped-entitled residential land in the City has already satisfied park land requirements. A very small amount of non-entitled land is available for parkland development.

A candidate park site has been identified in the Galivan Basin. This area is owned by the Orange County Flood Control District and is located within a floodplain. The district is currently proposing to provide flood control improvements in the basin area. Though floodplains do not preclude the development of park sites, they do limit the number and types of recreation facilities that can be provided. Additionally, the Galivan Basin has been identified as a possible site for a commuter train station. There is the potential that the site could provide flood control improvements, a series of ball fields and a commuter rail station. A comprehensive analysis of these joint use opportunities will need to be prepared.

Two other candidate park sites have been identified within two existing undeveloped school sites. A 8.4 acre potential park site has been identified in Community Profile Area 2 and a 6.7 acres potential park site has been identified in Community Profile Area 12. Both of these sites could provide neighborhood level parks.

VI. BIKEWAYS, HIKING AND EQUESTRIAN TRAILS

The Laguna Niguel Community Services District and the County of Orange operate a system of hiking and equestrian trails and bikeways in the City. Many of these trails provide access to open space facilities in the City and County. There are approximately 80 miles of riding and hiking trails, and bikeways in the City. These trails enhance the recreational value of open space in Laguna Niguel.

A. Hiking/Equestrian Trails Plan

The Hiking/Equestrian Trails Plan shown on Figure OS-5 displays hiking and equestrian trail alignments in Laguna Niguel. Hiking and equestrian trails are defined as multi-purpose trails that are largely located off-road and are situated within a fee or easement area. These trails are designated for different uses, such as hiking, biking and equestrian use.

Some of the trails provide linkages with regional open space areas located within and outside of Laguna Niguel. The most significant of these trails is the "Forest to the Sea Trail" along Aliso Creek. This trail extends from the base of the Santa Ana Mountains and terminates in the Aliso and Wood Canyon Regional Park.

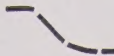
The Hiking and Equestrian Trails Plan is implemented through the goals, policies and actions presented in Section VIII. The objective of the Hiking and Equestrian Plan is to provide a useful and efficient hiking and equestrian trail system that meets the recreation needs of residents.

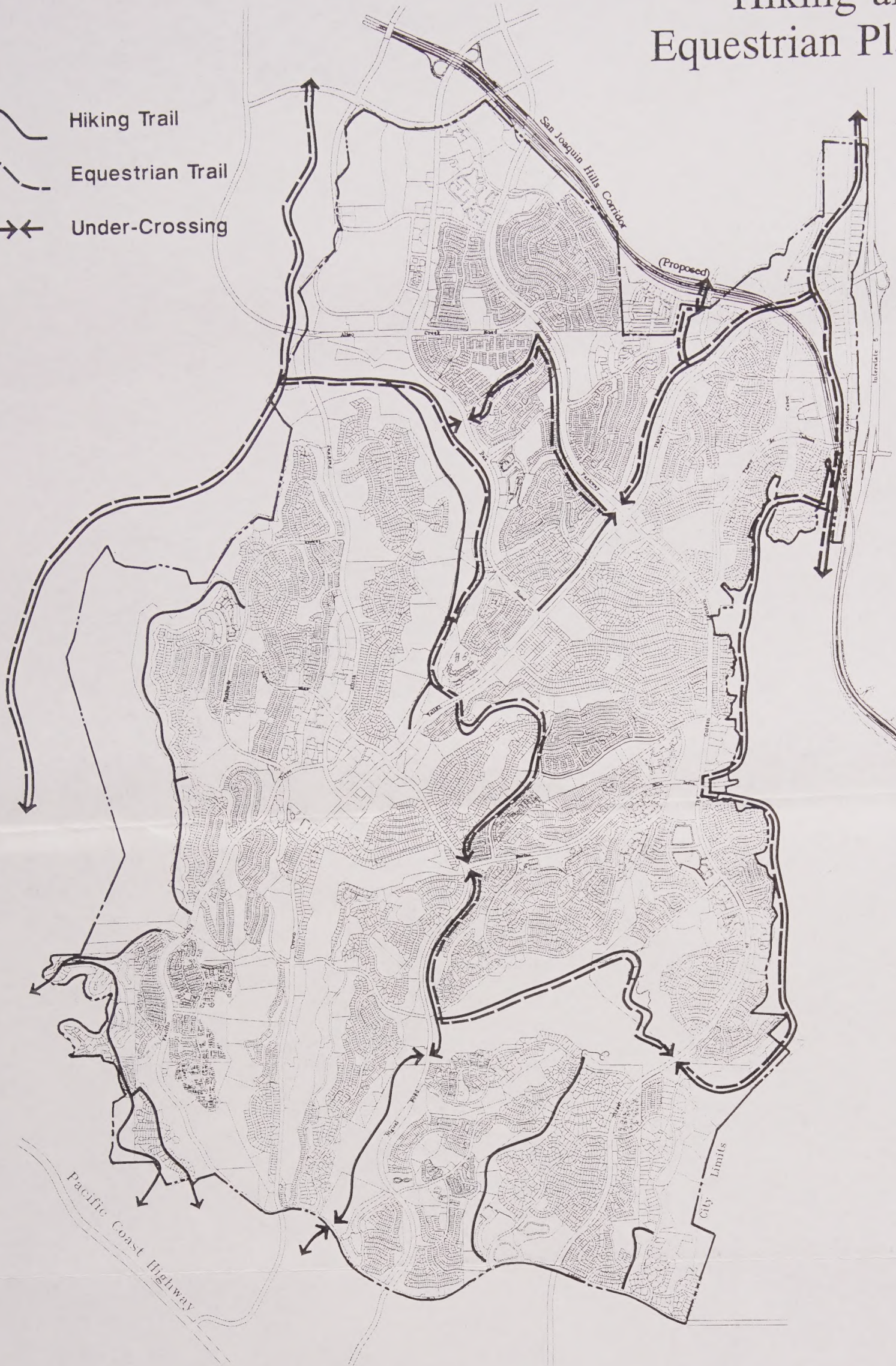
Inventory of Regional Hiking and Equestrian Trails

Salt Creek Trail: The Salt Creek trail commences at the Arroyo Trabuco Trail in San Juan Capistrano south of Oso Road and extends westerly into the Bear Brand Ranch area, and proceeds under Street of the Golden Lantern to Chapparosa Community Park. The trail continues westerly to Niguel Road, then northerly along Niguel Road to Los Arboles, then the trail heads north to Niguel Ranch Drive. The trail then passes through the Chatelain residential neighborhood to Crown Valley Parkway. The trail then crosses Crown Valley Parkway and passes through Crown Valley Community Park, then northerly along the Sulphur Creek Channel past the regional sewage treatment plant and into Laguna Niguel Regional Park. The trail continues through Laguna Niguel Regional park and across Alicia parkway to join the Aliso Creek Trail.

Oso Creek Trail: The Oso Creek Trail commences at the Arroyo Trabuco Trail at the confluence of the Arroyo Trabuco and Oso Creek just downstream from Camino Capistrano and extends northerly along Oso Creek to Oso Parkway where it crosses Cabot Road and joins Nellie Gail Trail.

Hiking and Equestrian Plan

-  Hiking Trail
-  Equestrian Trail
-  Under-Crossing



Niguel Trail: The Niguel Trail commences at the junction of the Oso Trail northerly of Crown Valley Parkway and extends southwesterly along Sulphur Creek to Moulton Parkway. A side trail commences east of the Marion Bergeson Elementary School and leads into the Nellie Gail development in the City of Laguna Hills. The trail then proceeds along the southwesterly side of Moulton Parkway to a point where it turns southerly on Yosemite Road. It then passes under La Paz Road in an existing undercrossing to join the Salt Creek Trail within Laguna Niguel Regional Park.

Nellie Gail Trail: Although not included within the City, this trail extends through Nellie Gail residential development and joins the Niguel Trail. The Nellie Gail Trail commences at a junction with the Oso Creek Trail at Cabot Road and extends through the Nellie Gail Ranch community along Oso Parkway, then turns northerly to La Paz Road. After crossing La Paz Road through an existing equestrian undercrossing, the trail extends southwesterly within an existing open space on the northerly side of La Paz Road to Moulton Parkway where it passes under an existing undercrossing. The trail then extends northwesterly along the southwesterly side of Moulton Parkway to Alicia Parkway. At this point, the trail is planned to cross Alicia Parkway and extend southwesterly adjacent to Alicia Parkway to join the Aliso Creek Trail.

Aliso Creek Trail: The Aliso Creek Trail extends along Aliso Creek, immediately west of the City boundary, southwesterly to a point approximately two miles from the coast at Horseshoe Bend where the trail terminates. The trail is complete with the exception of some small sections. The trail, also known as the Forest to the Sea Trail, does not yet connect to the coast. It is important for the City to seek to complete this trail within the area under its jurisdiction where feasible.

Trail Design Criteria

Hiking and equestrian trails have different design criteria for different trail uses and locations. Trails for hiking purposes only, which are generally located in environmentally sensitive areas may be constructed to a minimum width of 5 feet, with a two-foot buffer area for drainage. Trails which permit hiking and equestrian uses shall be designed with a minimum 10-foot trail tread and 5-foot buffer area. Special circumstances may warrant deviations from these design criteria. The Community Development Director may approve modifications to trail standards.

B. Bikeways Plan

Bikeways are an integral component of the trail program for Laguna Niguel. They provide non-motor vehicle access to parks and open space and are an energy-efficient and environmentally sound form of travel. Bikeways have a beneficial impact on recreation by increasing destination opportunities and encouraging bicycle riding for pleasure.

Bikeways Classifications

The Bikeways Plan for Laguna Niguel is shown on Figure OS-6. The Plan indicates the general location of all bikeways in the City. The Bikeways Plan reflects two categories of bikeways: Class I and Class II.

Class I: A Class I Bikeway is a facility which is physically separated from a roadway and designated primarily for the use of bicycles. Class I Bikeways typically serve corridors not served by streets and highways, or where sufficient right-of-way exists to construct a separate facility parallel to the roadway. They can provide both recreational and commuter opportunities. These facilities often utilize abandoned railroad rights-of-way, utility easements, flood control channels, parks and similar linear open space corridors.

Class II: A Class II lane is a facility featuring a stripped lane on the paved area of a road for preferential use by bicycles. It is located along the edge of the paved area outside the motor vehicle travel lanes. However, bike lanes may be wide enough to accommodate both parking and bicycle traffic. A bike lane serves to differentiate the right-of-way assigned to bicyclists and motorists, and provides for predictable movements of each. A bike lane is typically identified by black and white "Bike Lane" signs, special lane striping and may have "Bike Lane" stenciled on the pavement. Bike lanes are one-way facilities intended to be ridden in the same direction as adjacent motor vehicle flow.

Bikeway Development

When analyzing and developing the City's Bikeway Plan, it is helpful to categorize different types of cyclists by their riding habits. One category of cyclists includes families, children, and other recreational riders who ride at a slow pace. These riders generally prefer to ride on off-street trails and sidewalks. Another category of riders is the fitness and recreational rider. These cyclists generally travel at high speeds for long distances. Primarily, these riders ride on the major arterial roadways and on off-street trails if the trails are large regional trails. These cyclists do not ride on sidewalks. The last category of cyclists includes the commuter cyclist. These riders also travel at high speeds and prefer to take the most direct route. Generally, these riders prefer to ride on major arterial roadways. However, commuter cyclists will also ride on off-street trails if the trails provide a more direct route to their destinations. Similar to the fitness rider, commuter cyclists do not ride on the sidewalk. In order to accommodate all of the City's cyclists, the City's goal is to provide a network of both on-street and off-street bikeways.

Bikeways Plan

- Class I Bikeway
- Class II Bikeway
- Under-Crossing



Design Criteria

Class I bikeways should be designed for two-way bicycle travel and pedestrian traffic. When feasible, the trails should have a tread width of 12 feet, with a two-foot wide drainage and buffer area on either side. If this is not feasible, a minimum of a ten-foot tread width is permitted. Class I bike trails should be designed to accommodate bicycle speeds of up to 20 miles per hour on the flat area and 35 miles per hour in hilly terrain. Special care should be taken when designing trails to provide for as much sight distance as possible around corners.

A combination bikeway and equestrian trail should have a minimum right-of-way of 26 feet. This right-of-way provides for a ten-foot tread for equestrian uses, a twelve-foot tread for bicycles, and two-feet on either side for drainage. Special circumstances may warrant a deviation from these design criteria. The Community Development Director may approve modifications to trail standards.

VII. CONSERVATION COMPONENT

Orange County's climate and topography encompasses a wide range of natural resources. The county rises over 5,000 feet in elevation from the coast to the crest of the Santa Ana Mountains, and includes eight major vegetation communities. The Orange County Environmental Management Agency estimates that approximately 50% of the County is covered by natural vegetation, with most of this occurring in the northeastern and southern parts of the County.

As Orange County continues to develop, additional pressure will be placed on the regional and local natural environment. Wildlife habitat can be expected to diminish further, resulting in an overall reduction in the ecological integrity of the region, and the deterioration of regional wildlife resources through habitat fragmentation and reduced viability of populations (i.e., their ability to remain self-sustaining and avoiding extinction).

It is important that sensitive natural resources in Laguna Niguel are conserved. Through multi-purpose programs, the environmental review process, and coordination among various responsible agencies, the important goal of maintaining sensitive natural resources in Laguna Niguel can be achieved.

The Conservation Component provides for the management and conservation of natural resources. The Component consists of three State mandated sections. Section A provides a discussion of sensitive wildlife and vegetative resources in Laguna Niguel. Section B addresses natural resources in the area that are used for the managed production of other resources. Section C provides a discussion regarding the conservation of open space for public health and safety. The reference materials and supporting data for the Conservation Component is contained in the City's Master Environmental Assessment

A. Conservation of Natural and Cultural Resources

There are a number of natural resources in Laguna Niguel that have ecological, aesthetic and scenic value. If conserved and maintained, these resources can provide social, educational and ecological benefits to the City residents and visitors.

This section of the Conservation Component discusses sensitive wildlife and vegetative resources, sensitive cultural resources and prominent landforms in Laguna Niguel. These resources are important and must be considered in all future development proposals. The resource maps provided in this section should be reviewed as a first step in the development review process. Through proper management, the City will be able to ensure conservation of natural resources.

Wildlife and Vegetative Resources

Laguna Niguel lies within the coastal hills of southern Orange County. Biologically, the coastal hills region encompasses a range of Upper Sonoran terrestrial habitats from coastal sage scrub to riparian habitat. Gentle rolling hills covered with grasslands, coastal sage scrub and chaparral dominate this region. Riparian woodlands are supported by drainage courses that provide a conducive environment for natural

wildlife. Large stands of coastal sage scrub exist in the coastal hills south of Aliso Canyon. Non-native annual herbs and grasses dominate lower slopes and areas where scrub vegetation was removed to provide grazing lands.

Urbanization within the City has eliminated most of the native coastal sage scrub and chaparral habitats. Small, isolated pockets of chaparral and coastal sage scrub occur among residential and commercial developments. As a result, many of these islands of vegetation are not large enough to support the larger animals (deer, bobcat, and gray fox) that typically occupy these habitats. The lack of well-developed woodland habitat in the City further limits the use of this urban area by wildlife.

The open space areas contain a mix of native and introduced habitats, including coastal sage scrub, chaparral and grassland. These remaining open space areas are important biologically because they support flora and fauna that now have limited distributions.

Sensitive Species and Plant Communities

Sensitive biological resources include: (1) species present in the project vicinity that have been given special recognition by federal, state, or local resource conservation agencies and organizations due to declining, limited, or threatened populations, resulting in most cases from habitat reduction; and (2) habitat areas that are unique, of relatively limited distribution, or of special value to wildlife. The state and federal governments have developed a rating system to designate the status of sensitive species. These designations include "Candidate", "Threatened" or "Endangered". Endangered species are those which are in danger of extinction throughout all or a significant portion of their range. A threatened species is one which is likely to become endangered within the foreseeable future. A candidate species is one that is under review for listing as threatened or endangered, either by the State Department of Fish & Game or the U.S. Fish & Wildlife Service. Although the state and federal agencies are responsible for monitoring and protecting these sensitive biological resources, local members of such private organizations as the Audubon Society and the California Native Plant Society also play active roles in the conservation process.

This section will summarize those species of concern to the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG).

Data provided by the California Natural Diversity Data Base indicates that several sensitive species of plants have been identified in the Laguna Niguel area. Table OS-3 shows the sensitive plant species, their status, and habitat association.

Data provided by the California Natural Diversity Data Base indicates that although no unique, rare or endangered animal species have previously been recorded within Laguna Niguel, several sensitive species are known to occur in the region, as summarized in Tables OS-3 and OS-4.

Figure OS-7 shows the four main plant communities in Laguna Niguel, as identified from the aerial photographs: coastal sage scrub, maritime chaparral, grassland, and riparian.

Table OS-3
Sensitive Plant Species and Communities
in the Project Region*

Species	Status	Habitat
<i>Caulanthus simulans</i> Payson's jewelflower	C2 CNPS 4	Chaparral CSS
<i>Comarostaphylis diversifolia</i> ssp <i>diversifolia</i> Summer holly	C2 CNPS 1B	Chaparral
<i>Dudleya multicaulis</i> Many-stemmed dudleya	C2 CNPS 1B	Chaparral CSS Grasslands
<i>Dudleya stolonifera</i> Laguna Beach Dudleya	C1, CT CNPS 1B	Chaparral Woodland Grassland
<i>Dudleya viscida</i> Sticky dudleya	C1 CNPS 1B	CSS
<i>Harpagonella palmeri</i> Palmer's grappling hook	CNPS 2	Chaparral CSS Grasslands
<i>Verbesina dissita</i> Big-leaved crownbeard	CT	Chaparral
<i>Juncus acutus sphaerocarpus</i> Spiny rush	CNPS 4	Marsh
<i>Anemopsis californica</i> Yerba mansa	LC	Marsh
<i>Quercus dumosa</i> Coastal scrub oak	LC	Chaparral
<i>Aphanisma blitoides</i> Aphanisma	CNPS 3	CSS
<i>Verbesina dissita</i> Crown beard	CT	Chaparral

PLANT COMMUNITIES

Coastal sage scrub
Southern Sycamore Alder Riparian Woodland
Valley Needlegrass grassland
Southern mixed riparian forest
Southern cottonwood willow riparian forest
Southern coast live oak riparian forest

* The project region is defined as the area contained within the Dana Point, Laguna Beach, and San Juan Capistrano USGS 7.5 minute quadrangles. The source is the CNDDB (1992) and Smith, J.P. and K. Berg (eds.). 1988. Inventory of rare and endangered vascular plants of California. California Native Plant Society. Special Publication No. 1 (4th ed.).

LEGEND

Status

- C1 Species for which there is sufficient biological information to support a proposal to list as Endangered or Threatened.
C2 Candidate for federal listing, insufficient information for listing at this time.
CT State listed as threatened.
LC Local Concern
CNPS 1B Plants considered rare and endangered by the California Native Plant Society.
CNPS 2 Plants rare or endangered in California but common elsewhere.
CNPS 4 Plants of limited distribution-A Watch list.

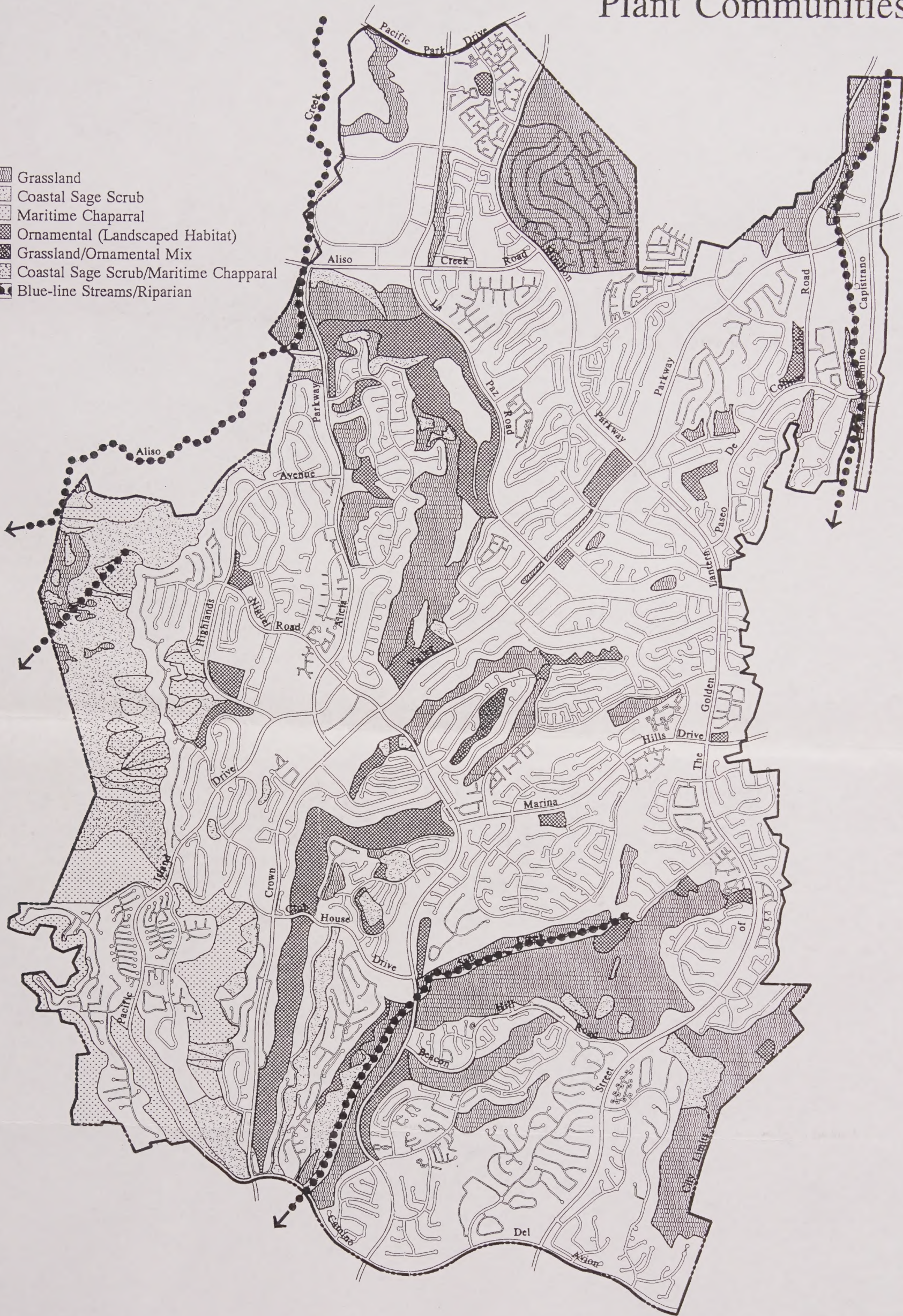
Habitats

- CSS Coastal sage scrub

Table OS-4 Sensitive Animal Species in the Project Region*		
Species	Status	
	Federal	State
BUTTERFLIES		
<i>Danaus plexippus</i> Monarch butterfly	None	None
FISH		
<i>Eucyclogobius newberryi</i> Tidewater goby	C2	CSC
AMPHIBIANS AND REPTILES		
<i>Clemmys marmorata</i> Western pond turtle	C2	CSC
<i>Cnemidophorus hyperythrus</i> Orange-throated whiptail	C2	P
<i>Phrynosoma cornutum blainvillei</i> San Diego horned lizard	C2	CSC
BIRDS		
<i>Elanus caeruleus</i> Black-shouldered kite	None	P
<i>Aquila chrysaetos</i> Golden eagle	None	P
<i>Campylorhynchus brunneicapillus couesi</i> San Diego (coastal population) Cactus Wren	C2	None
<i>Lanius ludovicianus</i> Loggerhead shrike	C2	CSC
<i>Poliophtila californica</i> California gnatcatcher	C2	CSC
<i>Athene cunicularia</i> Burrowing owl	None	CSC
MAMMALS		
<i>Perognathus longimembris</i> Pacific pocket mouse	C2	CSC
* The project region is defined as the area contained within the Dana Point, Laguna Beach, and San Juan Capistrano USGS 7.5 minute quadrangles. The source is the CNDDB (1992). Federal C2 - Federal Candidate List 2 insufficient information for listing at this time. E - Listed as federally endangered. P - Protected from take by federal law. State E - Listed as endangered by the State of California. CSC - California species of special concern. P - Protected from take by California law.		

Plant Communities

- Grassland
- Coastal Sage Scrub
- Maritime Chaparral
- Ornamental (Landscaped Habitat)
- Grassland/Ornamental Mix
- Coastal Sage Scrub/Maritime Chapparal
- Blue-line Streams/Riparian



These plant communities are natural features of Laguna Niguel and as such are independent of the land use categories discussed in this and other sections of the General Plan. Among these, the coastal sage scrub and riparian (or blue-line stream channels) represent sensitive habitats. In terms of the California Environmental Quality Act (CEQA), chaparral is considered a sensitive habitat where it supports populations of sensitive species, such as the San Diego coast horned lizard. Relatively little coastal sage scrub habitat is currently found in Laguna Niguel, as shown in Figure OS-7. The largest, contiguous areas of coastal sage scrub are found in the vicinity of Salt Creek and in the hillside area on the western border of the city. California gnatcatchers, which the US Fish & Wildlife Service recently proposed be listed as endangered, nest only in coastal sage scrub. California gnatcatchers could occur in virtually any of the coastal sage scrub habitat in Laguna Niguel, necessitating field surveys for their presence prior to any disturbance of their habitat. Any development proposals within these habitats should be required to prepare detailed biological assessment and if needed mitigation plans. Figure OS-7 shows four blue-line streams occur in Laguna Niguel: Salt Creek, Aliso Creek, Oso Creek, and an unnamed drainage found on the western border of the City, south of Aliso Creek. The riparian habitat along these drainages is largely degraded. However, any development proposals that impact these areas will be required to comply with Federal and State regulations.

Cultural Resources

Orange County has a history and prehistory that, despite the rapid change of recent past, has left a rich heritage of valuable cultural resources. Cultural resources are defined as buildings, structures, objects, sites and districts of significance in history, archeology, and paleontology. These resources should be conserved because they provide a link to a region's past, as well as a frame of reference for a society moving into the future. Cultural resources are a source of pride for a community.

Cultural resources are abundant in South County, along the coast and in creek areas. Several factors contribute to this condition. Certain geological formations, due to their nature and age, are fossil bearing or non-fossil bearing. Fossil-bearing formations are prevalent in South County. Prehistoric human occupation was most common in areas where food, water, and shelter were available. Perhaps the most important factor in the presence or absence of cultural resources is the subsequent activity in the area which may have impacted the resource. Activities such as floods, erosion, and grading, if they occurred since the time when the cultural resource came into existence, may have destroyed or damaged the site. For this reason it is important that we properly manage known areas of cultural resource sensitivity.

Historic Resources

Evidence indicates that the San Juan Capistrano Region was well occupied for several thousand years. During this time at least three aboriginal cultures are known to have occupied the area. Many changes took place over the millennia with overall population size increases and dietary emphasis shifting. The long span of aboriginal

occupation and changes on land use patterns has resulted in a wide range of historical sites in a variety of locations. Sites have been reported on the Moulton ranch and scattered locations along the coastal bluff and terraces of southern Orange County. Although the City does not have any historical resources within its boundaries, several are located nearby including; San Juan Capistrano Mission, Heritage Hill and the Modjeska House.

Archaeological Resources

Archaeological sites are locations which contain significant levels of resources which identify human activity. Generally a site is defined by an accumulation or presence of one or more of the following criteria: food remains, tools, waste from the manufacturing of tools, concentrations or alignments of stones, modification of rock surfaces and human skeletal remains.

Archeological sites are abundant in Laguna Niguel. Archaeological sites generally are located along coastal areas and in creek areas. Due to the sensitive nature of archaeological resources, specific site locations are not released. Instead, sensitive areas are designated.

Paleontological Resources

Paleontological sites are those that show evidence of pre-human activity. Often they are simply small outcroppings visible on the surface or sites encountered during grading. While the sites visible on the surface are important indications, it is the geologic formations that are the most important indicators of potential paleontological resources. Maps for paleontology generally show sensitive areas based on the underlying geologic formation. Laguna Niguel is encompassed by two General Areas of Sensitivity, the Laguna Hills-Dana Point District and the San Joaquin Hills District. Both of these districts are rich in paleontological resources.

Prominent Landforms

The natural setting of Laguna Niguel is characterized by low lying hills and steeper escarpments that create several prominent landforms. Prominent landforms are considered a natural and aesthetic resource. Most of the natural landscape of Laguna Niguel has been altered by previous grading activities. However, there are still a number of ridgelines in the City that offer extended viewsheds. One of the more important ridge areas is located in the southwestern portion of the City. This area is characterized by predominantly steep slopes with elevations ranging from 818 feet to 220 feet, near Aliso Creek. The area provides distant views of the ocean. Other ridges are located in the Salt Creek and Colinas Bluff areas. Many of these ridge areas have slopes that are in excess of 30%. To control and soften the visual impact of hillside development and to ensure the safety and stability of development, the City has adopted a Hillside Protection Ordinance. The Ordinance specifically addresses development restrictions in steep areas, limitations on earth movement, contouring of

manufactured slopes, slope and retaining wall heights, visual mitigation, and protection of biological resources.

The Aliso Creek Corridor and the Salt Creek Corridor are both considered prominent landforms in the City. Both offer a number of recreation and educational opportunities.

The Aliso Creek Corridor is a nineteen mile greenbelt linking the Cleveland National Forest to the Pacific Ocean. The corridor is a regional open space facility that is owned and maintained by the County of Orange. The area is the subject of the Aliso Creek Corridor Specific Plan. The plan regulates the types of use planned for the corridor and establishes standards to regulate urban encroachment. The corridor is considered a valuable resource due to the presence of scenic highways, arterial bikeways, regional riding and hiking trails and various local and community parks.

The Salt Creek Corridor is a large open space corridor that extends from Laguna Niguel to the Pacific Ocean. Approximately 300 acres of the corridor is within Laguna Niguel. In September of 1978 County of Orange prepared the Salt Creek Corridor Specific Plan. The study boundary of the specific plan encompassed a series of separately owned parcels that were planned for development. The purpose of the plan was to coordinate the design of the urban interface with the open space resources of the corridor.

A total of 300 acres of the corridor consists of the Salt Creek Regional Park. Laguna Niguel owns this area in fee, but the County of Orange has a recreation easement over the property. A general development plan has been prepared for the regional park. It was the intent of the development plan to have the County develop all regional amenities within the regional park and have the Laguna Niguel Community Service District provide local park improvements. To fund the regional improvements the County established the Salt Creek Fee Program. The fees from this program have been placed in a trust fund and have been reserved for improvements to the Salt Creek Regional Park.

Laguna Niguel is responsible for all local park planning in the Salt Creek Corridor. Joint regional/local improvements, such as trails and bikeways may be eligible for funding from the fee program. Further coordination with the County of Orange will be required.

B. Conservation/Open Space Used for the Managed Production of Resources

Open Space areas for the managed production of resources with regard to this section include agricultural lands, areas of economic importance for the production of food or fiber and areas containing major mineral deposits. The City of Laguna Niguel is predominantly a residential community that includes a limited amount of undeveloped land. None of this undeveloped land is currently used for commercial agriculture, and

is unlikely that any of the undeveloped land will be used for agricultural purposes in the future.

No mineral resources have been identified within the City of Laguna Niguel. The City of San Juan Capistrano, located immediately south and east of Laguna Niguel, does contain some sand and gravel operations along Trabuco Creek. However, these operations would not be affected by development in Laguna Niguel.

The conservation of open space areas for the managed production of resources does not directly affect lands within the City of Laguna Niguel.

C. Conservation/Open Space for Public Health and Safety

Laguna Niguel must protect the public health and safety of the community. This involves the identification of areas that pose a potential threat to health and safety, along with the implementation of proper planning techniques to minimize potential health and safety threats. Information on potential seismic and public safety hazards and policies addressing those issues are presented in the Seismic/Public Safety Element of the General Plan.

VIII. GOALS, POLICIES AND ACTIONS

Goal 1 Well-maintained public and private open space.

Intent A significant portion of Laguna Niguel is devoted to open space. It is the large amount of open space that establishes the open space character of the City. Open space provides residents a sense of community identity and civic pride. It is one of the primary reasons why residents have chosen to live in the City. The conservation and maintenance of open space is one of the major unifying values of residents.

Policy 1.1 Preserve and protect the scenic and visual quality of areas designated for Open Space areas as a resource of public importance.

Action

1.1.1 Where feasible, to secure permanent open space through dedication and/or easements as a part of the discretionary review process.

Policy 1.2 When siting a proposed development project, locate the project in areas containing less sensitive landforms and preserve the most sensitive landforms and natural resources of the project site as open space.

Goal 2 A system of public and private parks and recreation facilities achieved in cooperation with private community associations.

Intent Parkland in Laguna Niguel is comprised of publicly and privately owned park sites and recreational facilities. These facilities are highly valued by the City. The operation and maintenance of these park and recreation facilities is the responsibility of either the Laguna Niguel Community Services District (LNCSD) or private community associations. It is important to the City that all park and recreation facilities be retained and properly managed.

Policy 2.1 Provide park and recreational facilities that meet the needs of senior citizens, young adults, children, disabled individuals and families.

Actions

2.1.1 Develop a Senior Center with adequate parking and public transportation access.

2.1.2 Develop recreation programs that provide spontaneous games and more non-organized activities to meet the needs of teenagers.

- 2.1.3 Develop park plans that provide facilities and programs for people with disabilities.

Policy 2.2 Plan for new high quality recreation facilities and programs.

Actions

- 2.2.1 Where feasible, establish new indoor and outdoor recreation facilities in existing and planned parks and recreation facilities.

- 2.2.2 Establish a linked trail system and provide bikeways.

- 2.2.3 Conduct a feasibility study to explore the potential for a municipal golf course.

- 2.2.4 Conduct a feasibility study to explore the potential for public or private equestrian facilities that would provide convenient access to the City's equestrian trail system.

Policy 2.3 Facilitate cooperative use of recreational facilities and programs.

Actions

- 2.3.1 Coordinate programs with organizations such as: YMCA, youth sports, schools, homeowners' associations and religious organizations.

- 2.3.2 Encourage and expand joint use of the Capistrano Unified School District park and recreation facilities.

Policy 2.4 Continue effective park and recreation area maintenance programs.

Action

- 2.4.1 Continue an effective maintenance program to properly maintain publicly owned playing fields and recreational facilities.

Policy 2.5 Ensure a flexible park master planning process that is responsive to community input.

Actions

- 2.5.1 Involve the community and community service organizations in comprehensive park and recreation planning processes.

- 2.5.2 Consider physical, social and economic factors to determine changing needs and levels of demand in the park and recreation planning process.

Goal 3 **A trail system that meets the bicycling, hiking and equestrian needs of residents.**

Intent Laguna Niguel contains a comprehensive system of trails and bikeways. A major intent of this goal is to afford citizens opportunities for trail oriented recreation activities. These facilities are intended to also enhance recreational opportunities by providing non-vehicular linkages to open space areas and recreational facilities.

Several of the trails are part of a regional system that provide linkages to open space facilities located outside of the City and expansion of such linkages is part of the intent of this goal. The trails network is a valued component of the open space park and recreation systems. Further discussion regarding bikeways and pedestrian circulation is provided in the circulation element.

Policy 3.1 Implement the Bikeway, and Hiking and Equestrian Plans.

Action

3.1.1 Require the dedication of right-of-way and construction of public trails to City standards as a condition of approval of development projects, where feasible.

Policy 3.2 Identify areas where trails can be located off-street and separated from vehicular traffic wherever possible. Class I bike trails shall not be located on or in conjunction with sidewalks intended for pedestrian use.

Policy 3.3 Expand existing regional trail facilities where attractive opportunities exist or can be created.

Policy 3.4 Plan bicycle routes to facilitate access to open space areas and recreational facilities, as well as other uses such as schools, neighborhoods and commercial centers.

Actions

3.4.1 Plan for the completion of the Salt Creek Bikeway between Niguel Road and Camino del Avion.

3.4.2 Locate bikeways along designated scenic corridors wherever environmentally, physically, and economically feasible.

3.4.3 Provide bicycle trail information to the public.

3.4.4 Encourage developers to provide local bicycle trails and rack facilities within their projects as conditions of development.

- Policy 3.5** Plan for the completion of the Aliso Creek Forest to the Sea Trail within Laguna Niguel.
-

Goal 4 Conservation and enhancement of visual resources along scenic highway corridors.

Intent Scenic highway corridors provide open space relief along highways and pedestrian ways and add to the open space character of the City. The Scenic Highways Plan for Laguna Niguel is shown on Figure OS-3. Its intent is to maintain and enhance landscaped corridors through sensitive design and appropriate regulations.

- Policy 4.1** Coordinate with the County of Orange and the Cities of Orange County in requiring scenic corridors to protect existing scenic qualities of the corridors.

Actions

- 4.1.1** Impose conditions on new development along landscaped corridors to preserve unique visual features.
- 4.1.2** Incorporate pedestrian and bicycle trails into the right-of-way of landscaped corridors where feasible.
-

Goal 5 Conservation of natural resource areas of community and regional significance.

Intent The interrelationships between local communities and the surrounding natural environment help establish a community as a desirable and healthful place to live. The conservation of natural resources helps to preserve biological diversity, provides passive recreation and educational opportunities, facilitates the maintenance of natural, life-sustaining systems, and gives people the opportunity to witness wildlife in natural environs. The conservation of natural resources is a long term benefit for all. The intent is to identify and conserve natural resources within designated open space areas within the community.

- Policy 5.1** Conserve sensitive species and plant communities and wildlife habitats to the maximum extent feasible through open space dedication and easements, creative site design and other workable mitigation actions.

Actions

5.1.1 Evaluate impacts on sensitive species, such as the species identified by California Department of Fish and Game, U.S. Fish and Wildlife Service, the California Native Plant Society, and the California Natural Diversity Data Base, as part of the environmental review process on development projects.

5.1.2 Require replacement of valuable biological resources through enhancement or expansion of existing resources areas.

Policy 5.2 Recognize Aliso Creek, Sulphur Creek, and Salt Creek as important open space resources and cooperate where feasible to enhance their conservation value.

Action

5.2.1 Conduct a survey to identify specific sites suitable for wildlife habitat enhancement.

Policy 5.3 Review the Plant Communities Map for all new development proposals.

Actions

5.3.1 Require development proposals in areas expected to contain important plant communities and wildlife habitat to provide detailed biological assessments.

5.3.2 Require mitigation for impacts to wildlife habitat to be provided within the City of Laguna Niguel, to the maximum extent feasible.

Goal 6 Carefully review sensitive hillside areas within the community.

Intent

Hillside areas offer aesthetic rewards to some residents, a place for recreation for many and a means for conserving other valuable resources of the City. They help to form the open space character of the City. These areas deserve special attention and should be protected from insensitive development. Public views should be preserved and the natural vegetation should be retained as much as possible, modified mainly for fire protection purposes where necessary.

Policy 6.1 Provide for the preservation of sensitive hillside and canyon areas in accordance with the City's Hillside Protection Ordinance.

Policy 6.2 Consider significant natural features, including sensitive hillsides and ridgelines as part of the development review process.

Actions

- 6.2.1** Respect the natural landform as a part of site planning and architectural process to minimize grading and visual impact.
- 6.2.2** Require the practice of proper soil management techniques to reduce erosion, sedimentation, and other soil-related problems.

Goal 7 Recognize significant cultural sites or features within the community.

Intent The intent is to ensure that these resources are conserved because they provide a link to a community's past, as well as a frame of reference for the future. These resources require conservation or they will be lost to future generations.

- Policy 7.1** Review the technical data on sensitive cultural resources for all new development proposals.
- Policy 7.2** Require mitigation of impacts to significant areas of archaeological and paleontological resources.
- Policy 7.3** Preserve uncovered resources in their natural state, as much as feasible to assure their preservation and availability for later study. Require that uncovered resources are documented and retained in an appropriate museum or other institution.

Actions

- 7.3.1** Require effective mitigation measures where development may affect archaeological or paleontological resources.
- 7.3.2** Require the preparation of archaeological or paleontological reports in areas where there is potential to impact cultural resources.
- 7.3.3** Require that an archaeologist or paleontologist be retained to observe grading activities in areas where the probable presence of archaeological or paleontological resources is indicated.

Goal 8 Conservation and enhancement of the Aliso Creek Corridor.

Intent The Aliso Creek Corridor is a regional open space corridor that extends from Aliso and Wood Canyons Regional Park to the Santa Ana Mountains. The corridor extends through the Cities of Lake Forest, Laguna Hills, Laguna Beach and Laguna Niguel. In addition, it extends through the 3,400 acre Aliso Greenbelt area. The Aliso Creek Specific Plan contains several policies,

standards and programs addressing such issues as the protection of resources, noise, riding and hiking trails, public systems and public safety. The policies from the Specific Plan have been incorporated into the City's Local Coastal Program and the Open Space/Parks/Conservation Element. The Aliso Creek Corridor is considered to be a valuable open space resource that should be conserved and remain accessible to Laguna Niguel residents.

- Policy 8.1** Cooperate with the County of Orange to maintain ecological balance by protecting infringement on those areas in and along Aliso Creek which have significant environmental value.
- Policy 8.2** Cooperate with the County of Orange to conserve, and expand where possible riparian areas in the Aliso Creek area as sources of shelter and water for wildlife.
- Policy 8.3** Cooperate with the County of Orange to conserve a continuous open space corridor along the Aliso Creek corridor in order to maintain animal migration opportunities and conserve natural and recreational resource values.

Actions

- 8.3.1** Work with the County to promote to the greatest extent possible the conservation of natural resources within the Aliso Creek Corridor.
- 8.3.2** Provide open space and trail connections between Laguna Niguel and the Aliso Creek Corridor wherever possible.

Goal 9

Conservation and Enhancement of the Salt Creek Corridor.

Intent

The Salt Creek Corridor is a large open space corridor that extends from Laguna Niguel to the Pacific Ocean. Approximately 300 acres of the corridor is within Laguna Niguel: the Corridor consists of a broad canyon that is characterized by a deeply cut channel and rolling grassland. It contains a number of sensitive wildlife and plant life resources. The previously prepared Salt Creek Corridor Specific Plan and General Development Plan addresses the conservation and restoration of the open space area. These plans also provide for the extension of hiking, equestrian and bicycle trails through the area. Additional information regarding Salt Creek Corridor is located in the Conservation Component.

- Policy 9.1** Develop recreational uses within the Salt Creek Corridor which will complement existing and proposed community facilities, consistent with the natural resource values of the corridor.

Actions

9.1.1 Coordinate with the County the development of local and regional park improvements.

9.1.2 Encourage the establishment of a volunteer interpretive program to provide public education on natural resources within the corridor.

Policy 9.2 Protect sensitive wildlife and plant life communities.

Policy 9.3 Retain appropriate portions, including wetland areas, of Salt Creek as a sustainable natural habitat.

Policy 9.4 Enhance wildlife habitat areas, where feasible.

Goal 10 **Effective utilization and Management of Water Resources.**

Intent

Through the wise use of water resources within the City, water quality can be maintained and the quantity of water consumed can be minimized. Adequate flood control and protection can be provided, and stormwater runoff can be utilized as a resource. The intent is to achieve cost effective and environmentally responsible water management. Although the City of Laguna Niguel has a high percentage of land that has been developed, areas for future redevelopment may have a significant effect on the water resources of the community. Therefore, it is essential to protect the existing drainage courses in as natural condition as much as possible. There is a significant concern regarding the depletion or pollution of groundwater resources. Water conservation measures should be adopted by the City to effectively reclaim water and encourage water conservation throughout the development process.

Policy 10.1 Require appropriate water conservation and mitigation measures on all development projects.

Actions

10.1.1 Require drought-tolerant landscaping and water conserving fixtures, where feasible.

10.1.2 Where feasible, incorporate reclaimed water systems into landscape irrigation plans.

IX. GROWTH MANAGEMENT

The focus on growth management in this Element is on park land and open space to enhance the policies and actions specified in Section VIII, above.

Park Facilities

Local Neighborhood and Community parks are obtained by dedication under authority of the California Government Code through a locally adopted ordinance. A Parkland Needs Assessment to identify existing and future parkland requirements is included as Section V.E. in this Element.

In Summary, Laguna Niguel includes 231.9 acres of useable parkland. The current standard of 3 acres per 1,000 persons suggests that the City should provide 138.8 acres of parkland, based on the current population of 46,251. The actual acreage provided (231.9) equates to 5.0 acres of parkland per 1,000 persons. At build-out the City is anticipated to include 267.0 acres of useable parkland. Based on the City's projected population of 61,671, the parkland to population ratio at build-out is expected to be 4.3 acres per 1,000 persons.

A key aspect of parkland dedication is the degree to which it is actually usable for recreation purposes. While landscaped slopes and other features may add to the attractiveness of the site, the parkland dedication requirement's purpose is to satisfy recreation needs. Other open space requirements address the preservation of open space for visual, conservation and aesthetic reasons. Thus, Section V.D. of the Element specifies the criteria for local parkland sites including size, shape, slope, location, etc.

Level of Service Standard: 3 acres of local park land per 1000 population.

Source: Laguna Niguel General Plan

Implementing Actions:

1. Continue to implement the local park ordinance which requires a standard of 3 acres per 1,000 population, ensuring that all land so dedicated is usable for recreation purposes.

Actions if the Standard is Not Met:

1. Comply with requirements in the form of an in lieu fee.
2. Scale the project back to a level at which the required standard can be satisfied.

Open Space

There are several types of open space areas in the City of Laguna Niguel including Regional Open Space, Local Open Space (open space corridors, greenbelts, hillsides, and landscaping), and Landscaped Corridors along scenic highways. Open Space comprises over one third of the

acreage within the City. Therefore, it is important to manage and maintain existing open space areas.

Level of Service: Ensure that existing designated Open Space areas are conserved, managed and maintained and encourage future appropriate additions to the Open Space system.

Chapter 10
CIRCULATION

Chapter Four
CIRCULATION

General Plan for the City of Laguna Niguel
Chapter 4 - Circulation

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Chapter 4 - Circulation

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Chapter Four

CIRCULATION

I. INTRODUCTION

The Circulation Element is one of seven mandated elements of the General Plan and is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element. A well-planned circulation system is important, and the State of California has mandated the adoption of a citywide Circulation Element since 1955. The anticipated level and pattern of development by the year 2010, as identified in the Land Use Element, and increased development in the surrounding areas will increase capacity demands on the City's roadways. To help meet these demands and achieve balanced growth, the City has adopted specific goals and policies which serve as the basis for the Circulation Element.

Several issues have been raised as part of the General Plan process and are addressed within this Element. They include implementation of the San Joaquin Hills Transportation Corridor and the Moulton Parkway/Street of the Golden Lantern improvements, identification of circulation constraints in the Camino Capistrano development area and provision of adequate capacity for existing and future development. The planned extension of Marina Hills Drive (Camino Los Padres) to Camino Capistrano in the City of San Juan Capistrano is assumed to be completed under the General Plan forecasts. The traffic implications of not extending this roadway are discussed in the General Plan Traffic Study.

A. Purpose of the Circulation Element

The purpose of the Circulation Element is to provide a safe, sensible, and efficient circulation system for the city. The current State mandate for a Circulation Element states that the General Plan shall include:

"...a circulation element consisting of the general location for proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

To meet these objectives, the Circulation Element addresses the circulation improvements needed to relieve traffic congestion due to future land uses. It also addresses potential demand management strategies and mass transit services. Corresponding goals and policies have been adopted to ensure that all components of the circulation system will meet the needs of the City.

The Element establishes a hierarchy of transportation routes with specific development standards described for each category of roadway. The "Laguna Niguel General Plan, Traffic Analysis," prepared by Austin-Foust Associates, provides background information and acts as a supporting document for the Element. The Traffic Analysis is included in the Technical Appendices (Volume III).

B. Related Plans and Programs

Several transportation plans have been prepared by the County of Orange, focusing on the development of a regional transportation system to handle the anticipated traffic loads expected from future development. Plans and programs related to the Circulation Element include the following:

- County of Orange, Master Plan of Arterial Highways
- San Joaquin Hills Transportation Corridor plans
- Moulton Parkway Improvement Plans
- South Coast Air Basin, Air Quality Management Plan
- County of Orange, Congestion Management Plan
- County of Orange, Growth Management Plan
- County of Orange, Master Plan of Scenic Highways
- County of Orange, Master Plan of Countywide Bikeways
- Los Angeles/San Diego Corridor Commuter Rail Plan

C. State Law and General Plan Guidelines

This section summarizes the State law and guidelines established to aid in the preparation of a city's General Plan. It also discusses the Circulation Element's relationship to other Elements in the General Plan.

1. Legislative

California State law requires that each city and county adopt a comprehensive, long-term General Plan for its own physical development. In essence, a city's General Plan serves as the blueprint for future growth and development. As such, the plan must contain policies and programs designed to provide decision-makers with a solid basis for land use-related decisions.

The General Plan must address many issues which are directly related to and influence land use decisions. One such issue is circulation. The General Plan is required to address the circulation impacts of land use decisions to the extent that they apply to a particular jurisdiction.

The "General Plan Guidelines" (Section 65302 of the California Government Code), published by the State of California, Office of Planning and Research, suggests that the policies and plan proposals of the Circulation Element should:

- a. Coordinate the transportation and circulation system with planned land uses;
- b. Promote the efficient transport of goods and the safe and effective movement of all segments of the population;
- c. Make efficient use of existing transportation facilities; and,

- d. Protect environmental quality and promote the wise and equitable use of economic and natural resources.

Insofar as they pertain to the community, the following subjects are included in the Circulation Element of the General Plan:

- Streets and highways
- Transit and rapid transit
- Railroads
- Bicycle and pedestrian facilities
- Commercial, general and military airports

The purpose of this Element is to comply with the directive of the State law and guidelines in order to achieve the objectives of promoting the efficient transport of goods and the safe, efficient movement of traffic within the city.

2. Relationship to Other General Plan Elements

One of the requirements of General Plan Law is for cities to achieve internal consistency throughout the various General Plan elements. For instance, the Circulation Element portrays the roadway system needed to serve traffic generated by the uses permitted in the Land Use Element, as well as increased development in the surrounding areas. The Circulation Element is associated with the Noise Element since traffic forecasts are used, in conjunction with other data, to determine noise contours for the General Plan land uses.

The Circulation Element is also related to the Seismic/Public Safety Element and the Open Space/Parks/Conservation Element. The Public Safety Element addresses evacuation routes and minimum road widths to accommodate city residents in the event of a catastrophe, and the Open Space/Parks/Conservation Element can identify landscaping standards for roadways, scenic highways and multi-use recreation trails.

Because of its transportation-related issues, the Growth Management Element has a relationship with the Circulation Element. In November 1990, Orange County voters approved Measure M which increases sales tax revenues in order to fund needed transportation improvements throughout the County. To qualify to receive a portion of these revenues, each jurisdiction within the County must adopt a Growth Management Element.

The Growth Management Element mandates that growth and development be based upon the City's ability to provide an adequate circulation system. For example, the Element must contain a policy that establishes a minimum Level of Service (LOS) to be maintained at intersections impacted by new development. In addition, the Element must contain a policy to promote Transportation Demand Management (TDM) measures in the City and must contain a

comprehensive phasing program to ensure coordination between new development and roadway capacities. These issues will be addressed in a consistent fashion between the Circulation and Growth Management Elements.

D. Scope and Content of the Element

This Element is comprised of several sections which address the major components of the circulation system. Each section contains summary information on the existing and future conditions of the system, relevant plans and programs which influence circulation in Laguna Niguel, and the goal and policy statements corresponding to each component. Following these sections, noteworthy characteristics of each component of the system are discussed. Detailed information pertaining to existing and forecast conditions are documented in detail in the "Laguna Niguel General Plan, Traffic Analysis."

II. CIRCULATION PLAN

This section of the Circulation Element describes the location and extent of circulation facilities and services, and identifies standards that apply to each. To portray the continuity of the circulation system, the General Plan graphics include planned facilities outside the City limits which are inside the analysis area used for the overall circulation analysis.

A. Components of the Circulation System

Several components comprise the circulation system serving the City of Laguna Niguel. A regional network provides for travel demand through the City, to and from destinations outside of the City, and the local network provides for travel demand within the City, for residents, employees and visitors. Both are described in the following sections.

1. Regional Network

Major Generators

The City of Laguna Niguel is located in southwestern Orange County and is primarily surrounded by residential communities. Regional circulation is a major issue as commuter traffic between these communities and the county's major employment centers to the north contribute to the regional travel demand in Laguna Niguel.

Freeways

The San Diego Freeway (Interstate 5 or I-5) is the major north-south route for regional interstate travel between San Diego and Los Angeles, and is located directly east of the city. It consists of four travel lanes in each direction with full interchanges at Crown Valley Parkway and Avery Parkway. A proposed widening program for I-5 is currently being considered and could feature one high-occupancy vehicle (HOV) lane in each direction and/or auxiliary lanes between selected interchanges.

Additional north-south regional circulation will be provided by the planned San Joaquin Hills Transportation Corridor (SJHTC), a 15-mile controlled access toll road extending from State Route 73 in the City of Newport Beach to Interstate 5 in south Orange County. A total of 5.5 miles of the Corridor, designed to accommodate six lanes in this vicinity, will be located within or adjacent to the City of Laguna Niguel.

The planned "Alternative 1" Confluence Alignment shows the Corridor forming a confluence with I-5 approximately 1,800 feet south of Avery Parkway in the City of San Juan Capistrano. The alignment does not include an interchange at Avery Parkway and would not affect the existing I-5/Avery Parkway interchange

configuration. Interchanges are proposed at Greenfield Drive (north of Crown Valley Parkway), at Moulton Parkway between Aliso Niguel and Pacific Park Drive, and at La Paz Road north of Pacific Park Drive.

2. Local Network

The local network, which is comprised of arterial roads, and local and collector streets, is described in detail in the following section.

B. Roadway Facility Designations

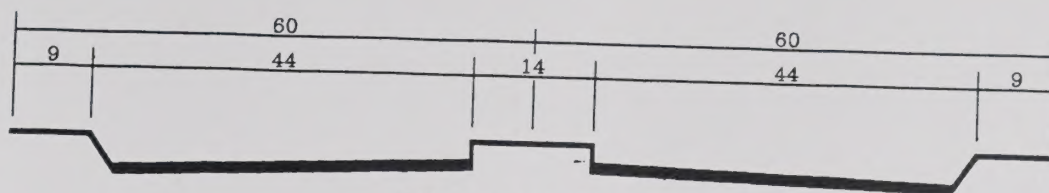
The future roadway system in Laguna Niguel has been defined using a classification system which describes a hierarchy of facility types. The categories of roadways included in this classification system differentiate the size, function and capacity of the roadway links for each type of roadway.

There are several basic categories in the hierarchy, ranging from "Freeway" with the highest capacity through "Major," "Primary" and "Secondary" arterials, to "Commuter" streets with the lowest capacity. Typical midblock cross-sections for arterial classifications are provided in Figure C-1. Actual midblock and intersection cross-sections may vary somewhat from the indicated measurement standards, but in order to provide maximum capacity, as well as right-of-way protection for landscaping, bike lanes and future roadway improvements, the typical roadway cross-sections are recommended as future minimums. Major, primary, and secondary arterials are expected to include bike lanes which conform to City standards.

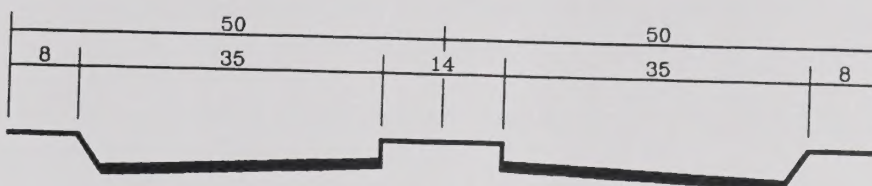
The desirable goal for every classified street section is that it carry the designed volume of traffic at the desired level of service. Within this requirement, descriptions of width and facilities are offered as non-exclusive alternatives; variation in design is expected, depending on different community design characteristics. Different optional facilities are also expected (on-street parking, sidewalks versus pathways, bicycle lanes or paths, extra parkway or median landscape treatment, etc.)

The four categories of roadways located in Laguna Niguel (plus the "Freeway" category) are described in greater detail in the following paragraphs:

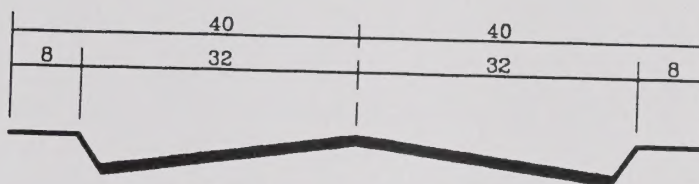
- Freeway:** A six- to ten-lane divided arterial roadway with full access control and a typical right-of-way width in excess of 150 feet, designed and maintained by the State Department of Transportation.
- Major:** A six-lane divided roadway, with a typical right-of-way width of 120 feet and a curb-to-curb pavement width of approximately 100 feet.
- Primary:** A four-lane divided roadway, with a typical right-of-way width of 100 feet and curb-to-curb pavement width of 84 feet.



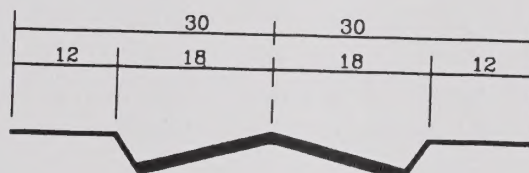
Major Arterial 120' R/W



Primary Arterial 100' R/W



Secondary Arterial 80' R/W



Commuter Street 60' R/W

C-1
TYPICAL CROSS-SECTIONS

- Secondary:** A four-lane undivided roadway, with a typical right-of-way width of 80 feet and a curb-to-curb pavement width of 64 feet.
- Commuter:** A two-lane undivided roadway, with a typical right-of-way width of 64 feet and a curb-to-curb pavement width of approximately 40 feet. Its function is to distribute traffic between local streets, and major and primary arterials. Although some commuters serve as through routes, their primary function is to provide access to surrounding land uses.

As a roadway facility is downgraded, the non curb-to-curb width increases to allow for landscaping and other amenities.

C. Performance Criteria

Evaluating the ability of the circulation system to serve the desired future land uses requires establishing suitable "performance criteria". These are the means by which future traffic volumes are compared to future circulation system capacity, and the adequacy of that circulation system assessed.

Performance criteria have a policy component which establishes a desired level of service (LOS) and a technical component which specifies how traffic forecast data can be used to measure the achievement of the criteria. The performance criteria used for evaluating volumes and capacities on the City street and highway system are summarized in Tables C-1, C-1A and C-1B. They include both Average Daily Trip (ADT) link volume and peak hour intersection volume criteria.

Average daily trip (ADT) capacities represent the general level of daily traffic that each roadway type can carry and should be used as a general design guideline only. Level of service for the circulation system is more precisely determined by examining peak hour intersection volumes, and therefore the Circulation Element uses peak hour volumes as a basis for determining appropriate capacity needs.

The City of Laguna Niguel has established level of service (LOS) "C" as a target level of service (LOS) standard and LOS "D" as a threshold standard. The City recognizes that not all intersections within the City can meet the target LOS "C". Therefore, the City will establish a critical intersection list which consists of intersections which do not meet the target LOS of "C", at peak periods only, but do not exceed the City's threshold LOS standard of "D". For an intersection to be placed on the City's critical intersection list, the City Council must find that the improvements necessary to meet the target LOS "C" are not feasible because of one or more of the following reasons: 1) the cost of the necessary improvements exceeds available funding sources; 2) the design of the necessary improvements is not compatible with the surrounding land uses; or 3) the design of the necessary improvements is contrary to other established City policies. For ADT link volumes, a level of service "D" standard is used to monitor capacity needs.

**Table C-1
Circulation System Performance Criteria**

The following are the performance criteria used for comparing volumes and capacities on the city street and highway system:

I. AVERAGE DAILY TRAFFIC (ADT) LINK VOLUMES

Level of Service D - All roadways

Table C-1A below shows ADT volumes corresponding to these levels of service.

II. PEAK HOUR INTERSECTION VOLUMES

Level of Service C - Target level of service.

Level of Service D - Threshold level of service.

Table C-1B below shows how these levels of service are specified.

**Table C-1A
ADT Level of Service Volumes by Facility Types**

Facility Type	MAXIMUM VOLUME	
	LOS D	LOS E
Freeway (per lane)	18,500	20,500
Major (6 lanes divided)	50,600	56,300
Primary (4 lanes divided)	33,800	37,500
Secondary (4 lanes undivided)	22,500	25,000
Commuter (2 lanes)	11,300	12,500

**Table C-1B
Peak Hour Level of Service**

Peak hour intersection Level of Service (LOS) to be based on Intersection Capacity Utilization (ICU) values calculated as follows:

Saturation flow rate

1700 Vehicles Per Hour (VPH)

Clearance interval

.05 ICU

Levels of Service are as follows:

Level of Service	Maximum ICU Value
LOS A	.60
LOS B	.70
LOS C	.80
LOS D	.90
LOS E	1.00
LOS F	Above 1.00

Table C-2 describes traffic flow quality for different levels of service. Such criteria would be applied consistently for evaluating land use and circulation system changes and are the basis for the General Plan circulation recommendations contained in this report.

Table C-2 Peak Hour Level of Service Descriptions		
Level of Service	Traffic Flow Quality	ICU Value
A	Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00 - 0.60
B	Operating speeds beginning to be affected by other traffic; between one and 10 percent of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods.	0.61 - 0.70
C	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods; recommended ideal design standards.	0.71 - 0.80
D	Tolerable operating speeds; 31 to 70 percent of the signal cycle have one or more vehicles waiting through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81 - 0.90
E	Capacity; the maximum traffic volume an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods.	0.91 - 1.00
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume occurring at Level of Service "E."	Above 1.00
Source: "Highway Capacity Manual, Highway Research Board Special Report 87, National Academy of Sciences," Washington, D.C., 1965, Page 320.		

These level of service descriptions are based on the Intersection Capacity Utilization (ICU) method. The ICU method measures the ratio of intersection demand to capacity. The ICU is calculated by adding the ratios of demand to capacity for the critical movements at an intersection.

D. General Plan Circulation System

The goals and policies included in this Element emphasize the importance of developing a circulation system that is capable of serving both existing and future residents while preserving community values and character. The Circulation Plan that is required to support the Land Use Element is discussed in the following sections.

1. Existing Circulation Plan

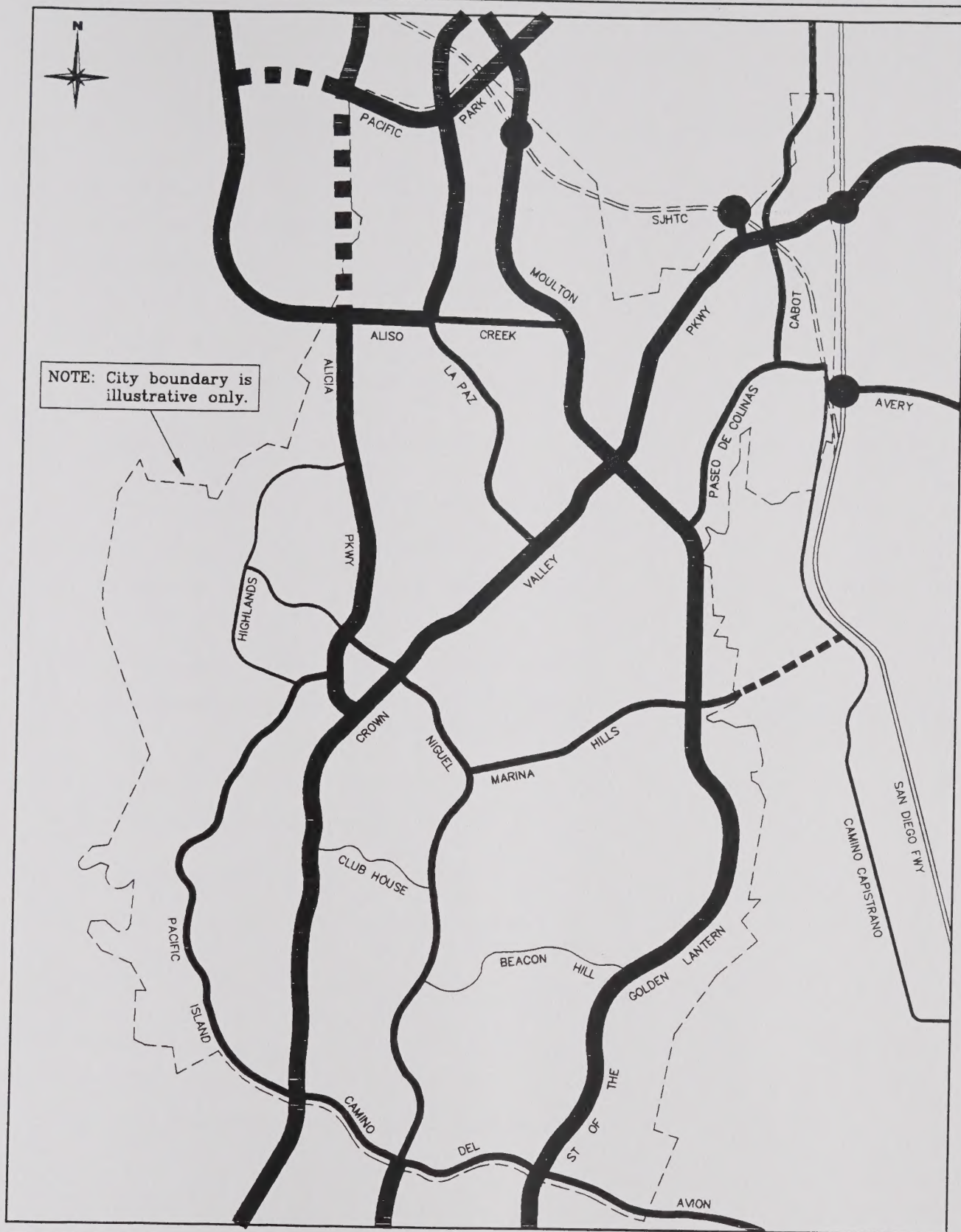
Illustrated in Figure C-2 is the currently planned roadway system contained in the Circulation Element of the Orange County General Plan. Labeled the Master Plan of Arterial Highways (MPAH), it describes the location and extent of circulation facilities and services, and identifies standards that apply to each. The MPAH has been evaluated as part of the General Plan process and was the basis for developing a separate Circulation Plan for the City.

The planned circulation system is already largely established, leaving little flexibility for modification. However, internal circulation within the City will improve with the completion of the City's Circulation Plan, and regional circulation will improve with the construction of the San Joaquin Hills Transportation Corridor (SJHTC) and the Moulton Parkway/Golden Lantern improvements.

2. Recommended Circulation Plan

As discussed in the previous section, the goal for every classified street is that it carry the designed volume of traffic at the desired level of service. Table C-3 summarizes the full set of intersection improvements required to maintain acceptable levels of service at intersections in the City at buildout of the General Plan. The "additional" improvements identified at the Camino Capistrano/Avery Parkway intersection and the I-5/Avery Parkway interchange will require some significant reconfiguration and widening to implement. Camino Capistrano itself will be widened on the southbound approach to accommodate two through travel lanes as part of the Master Plan implementation. The second through lane is not needed to accommodate the forecast volume and could be striped as a second left-turn lane. The inside left-turn lane would be used for traffic destined to Avery Parkway or to the I-5 northbound on-ramp and the second left-turn lane would be dedicated to the I-5 southbound on-ramp. The second westbound left-turn lane from Avery Parkway to southbound Camino Capistrano could be implemented through restriping of the existing street section. As part of the improvements at this intersection, the traffic signals would also be interconnected and phased to allow the southbound left-turn traffic from Camino Capistrano to continue through the next intersection (I-5 southbound ramps) without stopping.

At the I-5 southbound ramps at Avery Parkway, a third lane on the off-ramp is required to accommodate the forecast volumes and will require some widening of the ramp structure itself. At the northbound ramps, the second westbound through lane would require removal of the existing sidewalks on both sides of Avery Parkway under the bridge and reconstruction of the existing travel lanes. The sidewalks could be replaced by reinstalling them behind the bridge piers which would require the construction of retaining walls.



LEGEND	
	Major
	Primary
	Secondary
	Commuter
	Interchange

Note: Dashed line indicates future roadway.

C-2

**MASTER PLAN
OF ARTERIAL HIGHWAYS**

Table C-3

REQUIRED INTERSECTION IMPROVEMENTS FOR GENERAL PLAN BUILD-OUT

INTERSECTION	MASTER PLAN IMPROVEMENTS	ADDITIONAL IMPROVEMENTS
WITHIN CITY OF LAGUNA NIGUEL		
4. Moulton & Aliso Creek	Second NBL, Separate SBL, Separate EBT, Construct east leg of intersection	Restripe west leg for 2 EBR
7. Moulton & Rancho Niguel	None	Separate EBR, Separate WBR
12. Crown Valley & Moulton	Separate NBR	Fourth NBT, Fourth SBT, Fourth EBT, Fourth WBT
13. Greenfield & Crown Valley	Second SBL	Reconfigure separate WBR to free right, restripe SBT to shared left/thru
14. Cabot & Crown Valley	Second SBL, Separate SBR, Separate WBR, Second NBL, Second EBL	Fourth EBT, Fourth WBT
19. Cm Capistrano & Avery	Second SBT, Second NBT	Restripe SBT to second SBL, Second WBL, Interconnect signal with I-5 SB/Avery signal
22. Golden Lantern & Colinas	Second SBL, Third SBT, Third NBT	
24. Golden Lantern & Marina Hills	Second SBL, Second EBL, Third SBT, Third NBT, Separate SBR	Restripe 2 WBTs to a shared thru/right and a dedicated right, Second WBL, Fourth NBT
31. Golden Lantern & Del Avion	Third SBT, Third NBT	Separate WBR
41. Greenfield & Rancho Niguel	None	Second NBL
OUTSIDE CITY OF LAGUNA NIGUEL		
15. I-5 SB & Crown Valley	Widen southbound off-ramp to accommodate 4 lanes, Fourth EBT	None
16. I-5 NB & Crown Valley	Reconfigure interchange to accommodate WB, NB and EB free rights, Second NBL	None
20. I-5 SB Ramps & Avery	None	Additional lane on off-ramp
21. I-5 NB Ramps & Avery	None	Second WBT
33. Greenfield & SJHTC WB	New intersection as planned by TCA	Restripe 1 NBT to a shared left/thru

(Continued)

Table C-3 (cont)

REQUIRED INTERSECTION IMPROVEMENTS FOR GENERAL PLAN BUILD-OUT

INTERSECTION	MASTER PLAN IMPROVEMENTS	ADDITIONAL IMPROVEMENTS
OUTSIDE CITY OF LAGUNA NIGUEL (cont)		
35. Moulton & SJHTC WB	New intersection as planned by TCA	Second NBL
36. Moulton & SJHTC EB	New intersection as planned by TCA	Second SBL, Restripe shared EBL/EBR to a second dedicated right
37. La Paz & SJHTC WB	New intersection as planned by TCA	Second NBL

Notes: 1. WBL = Westbound left, WBT = Westbound thru, WBR = Westbound right, etc.

2. "Master Plan Improvements" represent the type of improvements that would be implemented to attain the full Master Plan of Arterial Highways (MPAH) status of a particular roadway. "Additional Improvements" are those needed in addition to the "Master Plan Improvements" to provide acceptable peak hour service levels and may require additional right-of-way.

3. TCA = Transportation Corridor Agencies.

Table C-4 provides a prioritized listing of the traffic signals included in the City's Traffic Signal Master Plan. Remaining future signals are listed without prioritization.

The arterial streets in the planned circulation system (MPAH) were illustrated at the beginning of this section and are classified according to their facility-type designation and sized to provide sufficient capacity for previously projected volumes.

The Post-2010 average daily traffic (ADT) volumes for the Proposed General Plan (see the "Laguna Niguel General Plan, Traffic Study) indicated that under the current MPAH, certain links had traffic volumes in excess of their intended capacities. The major problem areas were portions of Street of the Golden Lantern, Crown Valley Parkway and Greenfield Drive. Table C-5 shows the proposed midblock street improvements needed to maintain acceptable levels of service. Certain street sections listed here have been designated as "augmented". This qualifier is applied to those roadways where additional ADT link capacity is required, and involves improvements such as intersection enhancements and auxiliary lanes which add to the effective link capacity.

**Table C-4
Traffic Signal Master Plan**

Intersection Location	Final Ranking
Alicia/Kite Hills S.	1
C.V.P./Hillhurst	2
Niguel/Augusta	3
Niguel/Beacon Hill	4
C.V.P./Adelanto	5
Marina Hills/Tropea	6
Niguel/Ivy Glen	7
Aliso Creek/Dorine	8
Pacific Island/Highlands	9
Golden Lantern/Adelanto	10
Golden Lantern/Aloma (2)	11
Alicia/Kite Hill N.	12
Moulton/Avila	13
C.V.P./Park Entrance	14
Alicia/Town Center	15
C.V.P./National Park	16
Avila/El Lazo	unranked
La Paz/Yosemite	unranked
La Paz/Rancho Niguel	unranked
C.V.P./Rancho Niguel	unranked
Moulton/Aliso Niguel	unranked
Golden Lantern/Escuela	unranked
Golden Lantern/Via de Anza	unranked
Cabot/Rapid Falls	unranked
Colinas/El Sur	unranked
Niguel/Highlands	unranked
Pacific Island/Club House	unranked
Pacific Island/Flying Cloud	unranked
Pacific Island/Ocean Way	unranked
Pacific Island/Star View	unranked
Pacific Island/Talavera	unranked

**TABLE C-5
REQUIRED MIDBLOCK STREET IMPROVEMENTS
FOR GENERAL PLAN BUILD-OUT**

Facility/Location	Master Plan Improvements	Additional Improvements
ALICIA PARKWAY Pacific Park to Aliso Creek	Construct 6 lanes	None
Crown Valley to Pacific Island Drive	Widen to 6 lanes	None
Aliso Creek to Avila	Widen to 6 lanes	None
CROWN VALLEY PARKWAY Greenfield to I-5	None	"Augmented" Major designation (Intersection enhancements and auxiliary lanes)
STREET OF THE GOLDEN LANTERN Crown Valley to Beacon Hill	Widen to 6 lanes	Intersection enhancement at Crown Valley and at Marina Hills
MARINA HILLS DRIVE Golden Lantern to eastern City boundary	None	Intersection enhancement at Golden Lantern
PACIFIC PARK DRIVE Alicia to La Paz	Widen to 6 lanes	None
NIGUEL ROAD La Hermosa to Los Arboles	None	Widen 4 ft. for Bike Lane and sidewalks
LA PAZ Regional Park to King Road	Widen to 4 lanes	None
MOULTON PARKWAY Aliso Creek to Crown Valley Parkway	None	Narrow medians to add Bike Lanes

The recommended intersection lane configurations are illustrated in Figures C-3 and C-4. The circulation system required to serve the level of traffic generated by the Proposed General Plan is illustrated in Figure C-5. Intersections which are projected to require more lanes than the typical arterial cross-section are indicated as "enhanced" intersections. Provision of additional lanes may require additional right-of-way beyond the standard provided within the typical arterial cross-sections. Enhanced intersections typically require 10-15 feet of right-of-way in addition to that shown for the typical arterial cross-sections.

E. Public Transportation Plan

The City of Laguna Niguel has a small network of public transit routes providing access to employment centers, shopping and recreational areas. The network is illustrated in Figure C-6 and service is provided by the Orange County Transit Authority. The established network includes Routes 85 and 99. Route 85 provides service between the Santa Ana Civic Center and San Clemente via Crown Valley Parkway, and Route 99 provides service between Laguna Hills Mall, the Chet Holifield Building in Laguna Niguel and Dana Point Harbor via Moulton Parkway/Golden Lantern.

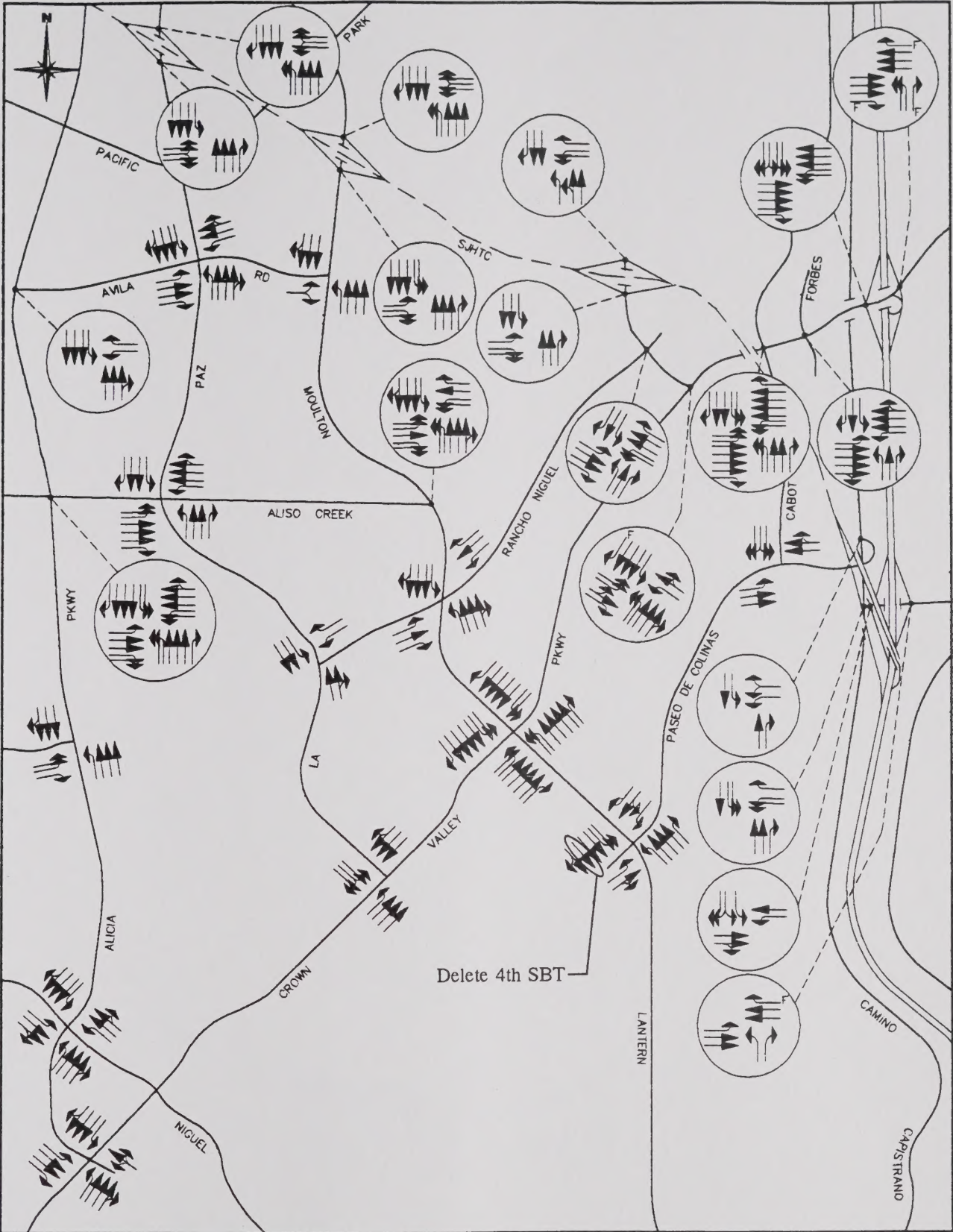
The City should continue to coordinate with the Orange County Transit Authority (OCTA) to identify transit needs and improve service to meet these needs. The plan shown here will then be expanded as such service improvements are implemented. Potential transit routes are reviewed each year for ridership demand and operational feasibility if implemented. The completion of the San Joaquin Hills Transportation Corridor (SJHTC) could also introduce "Park-N-Ride" facilities into the area, thereby enhancing ridership for non-local trips.

F. Bikeway Plan and Pedestrian Circulation

The City of Laguna Niguel recognizes that bicycle and pedestrian travel are an important component of the City's circulation system. Given the fact that Southern California, including Orange County, has a serious air quality problem and an increasing congestion problem, the City of Laguna Niguel encourages bicycle and pedestrian travel as alternative forms of transportation.

When analyzing and developing the City's Bikeway Plan, it is helpful to categorize different types of cyclists by their riding habits. One category of cyclists includes families, children, and other recreational riders who ride at a slow pace. These riders generally prefer to ride on off-street trails and sidewalks. Another category of riders is the fitness and recreational rider. These cyclists generally travel at high speeds for long distances. Primarily, these riders ride on the major arterial roadways and on off-street trails if the trails are large regional trails. These cyclists do not ride on sidewalks. The last category of cyclists includes the commuter cyclist. These riders also travel at high speeds and prefer to take the most direct route. Generally, these riders prefer to ride on major arterial roadways. However, commuter cyclists will

also ride on off-street trails if the trails provide a more direct route to their destination. Similar to the fitness rider, commuter cyclists do not ride on the sidewalk. In order to accommodate all of the City's cyclists, the City's goal is to provide a network of both on-street and off-street bikeways.

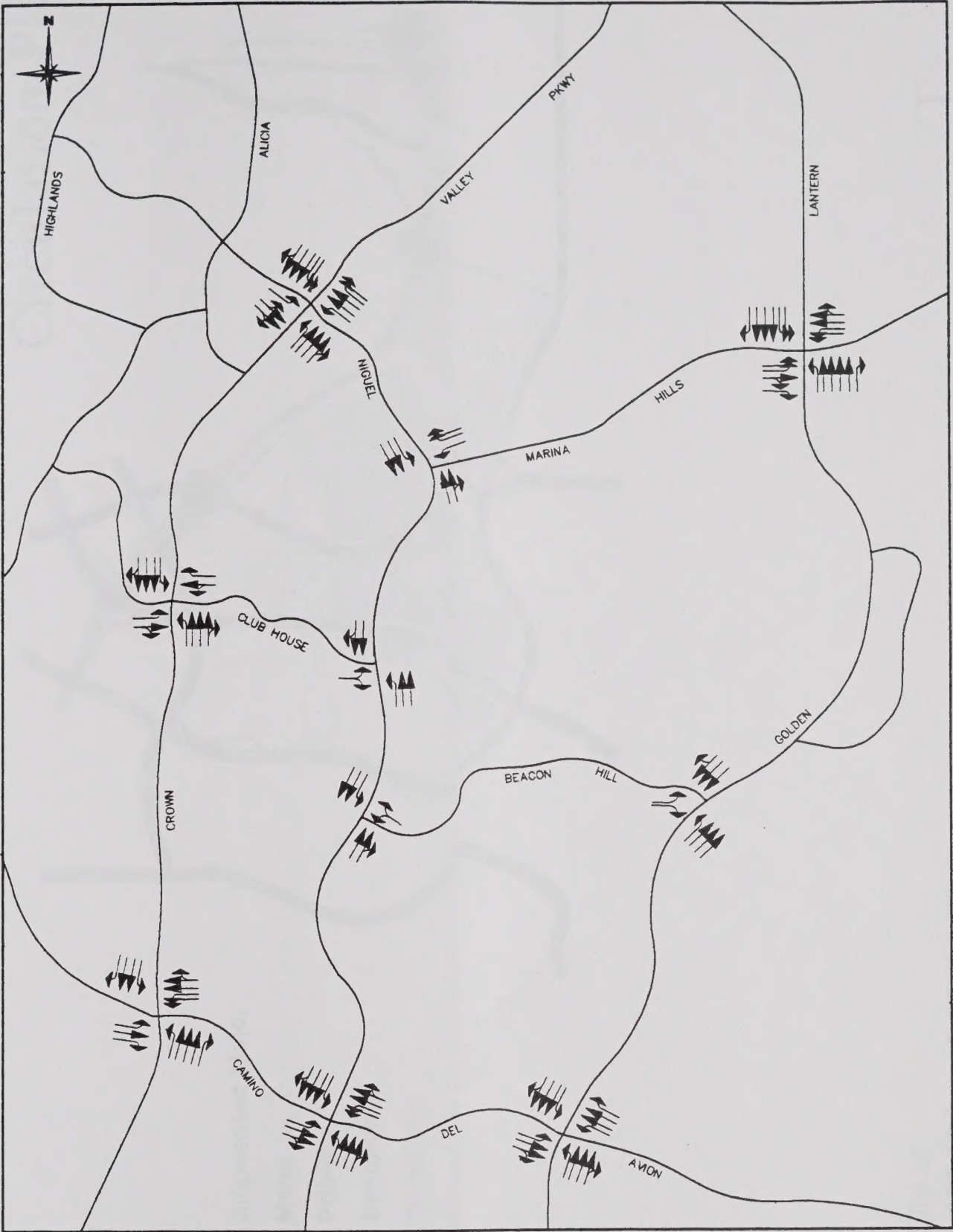


LEGEND

F Free Right

C-3

Lane Recommendations
(North Section)



LEGEND

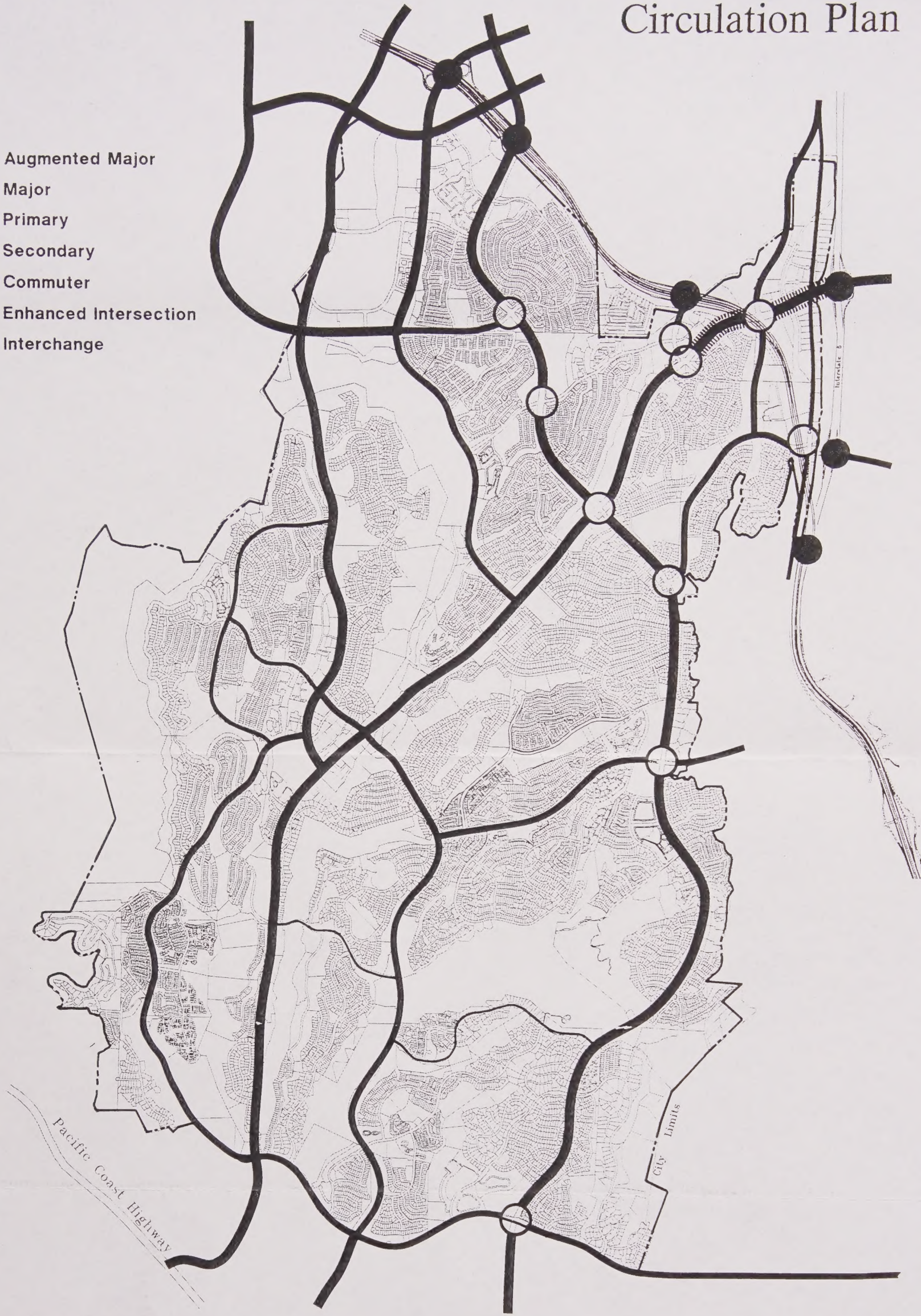
F Free Right

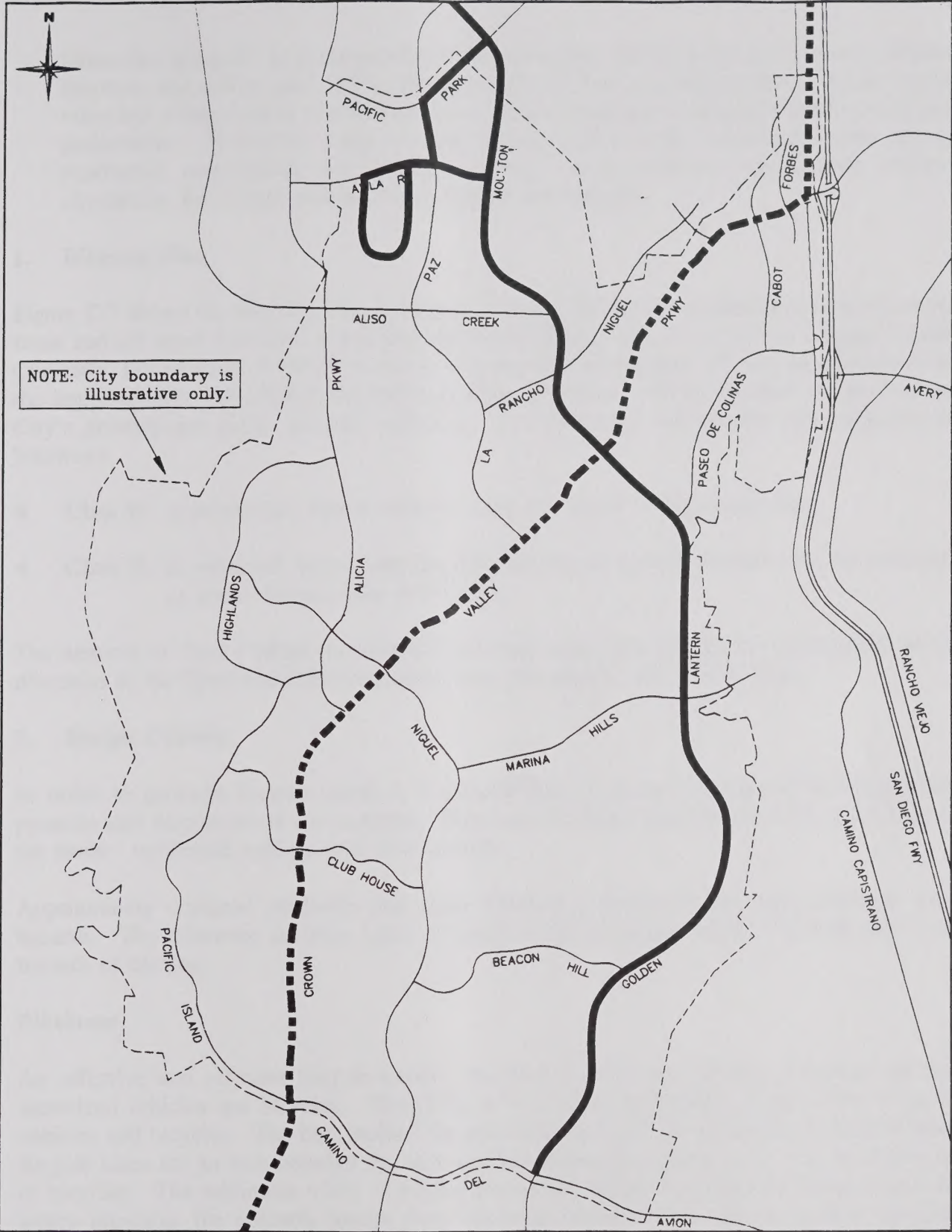
C-4

Lane Recommendations
(South Section)

Circulation Plan

- Augmented Major
- Major
- Primary
- Secondary
- Commuter
- Enhanced Intersection
- Interchange





LEGEND

- - - - - Route 85
- Route 99

C-6

EXISTING PUBLIC BUS ROUTES

Sidewalks designed to accommodate both pedestrian and bicycles serve a very limited function, and will be used only by children and very slow recreational riders. Encouraging other fast riding cyclists to use sidewalks creates a dangerous situation for both cyclists and pedestrians. Pedestrian trails connect various points in the community with nearby residential, commercial, and recreational uses. These trails not only provide efficient circulation, but ensure safe access to desired destinations.

1. Bikeway Plan

Figure C-7 shows the Bikeway Plan in Laguna Niguel. The goal is to develop a network of on-street and off-street bikeways to accommodate the different types of cyclists in Laguna Niguel. Currently, the network of bicycle routes is only partially established. Following completion of the improvements identified in the Bikeway Plan, bike lanes will be included on most of the City's primary and major arterial roadways. The following outlines the two categories of bikeways:

- **Class I:** A paved path that is separate from any motor vehicle travel lane;
- **Class II:** A restricted lane within the right-of-way of a paved roadway for the exclusive or semi-exclusive use of bicycles.

The network of Class I bikeways connects with trails and paths of adjacent communities and is discussed in the Open Space/Parks/Conservation Element of the General Plan.

2. Design Criteria

In order to promote bicycle travel in Laguna Niguel, adequately designed facilities which promote safe bicycle travel are essential. There are two basic hazards when riding bicycles on the street: motorized vehicles and road hazards.

Appropriately designed roadways and good roadway maintenance can help minimize these hazards. The following are four types of facilities and programs which will help reduce the hazards of cycling.

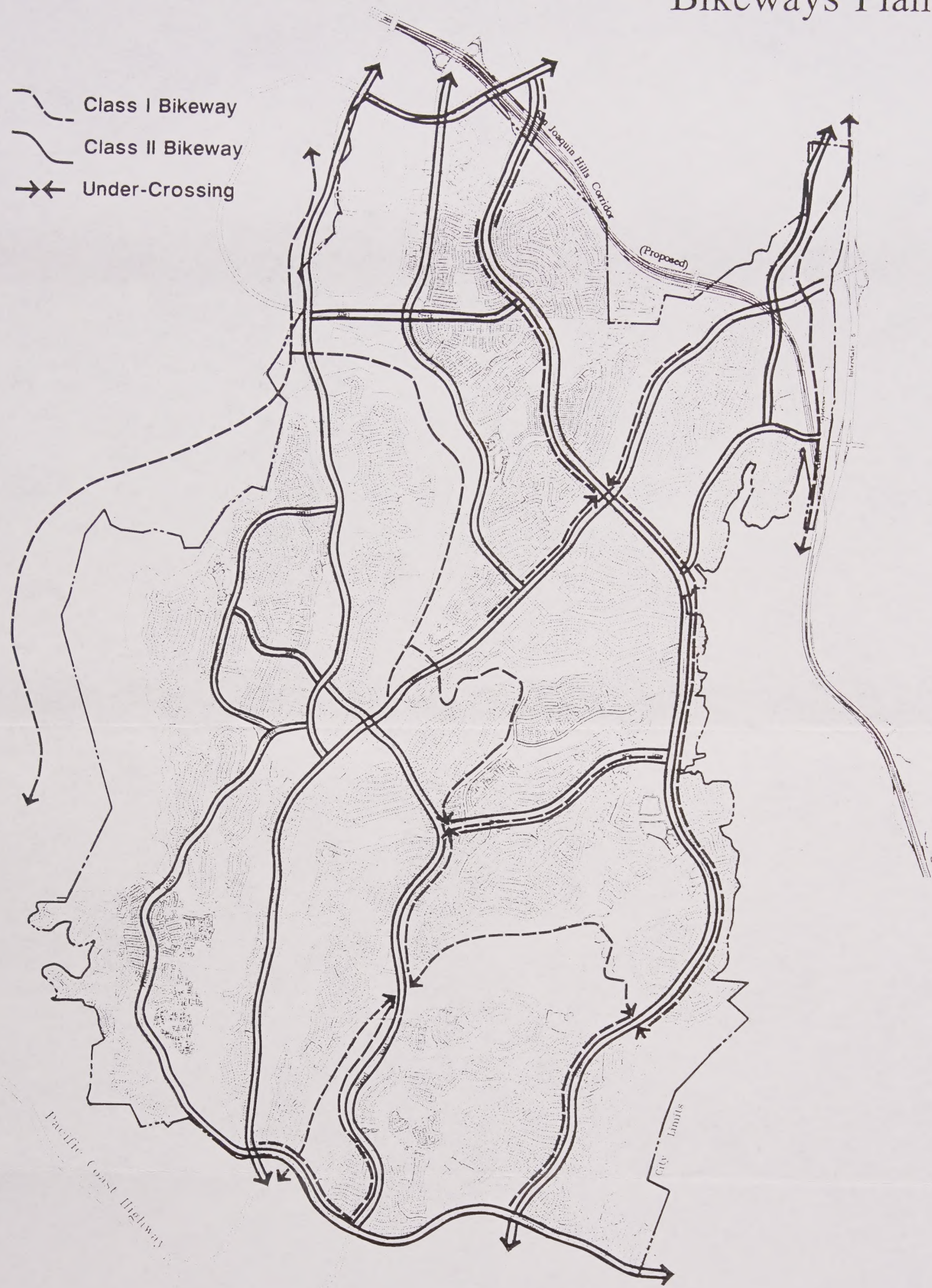
Bikelanes

An effective and efficient bicycle system provides for the unrestricted movement of both motorized vehicles and bicycles. Therefore, it is essential to maintain a separation of motor vehicles and bicycles. The best method for providing this on-road separation is bicycle lanes. Bicycle lanes are an area between the curb and travel lane for exclusive or semi-exclusive use of bicycles. The minimum width of a bikelane should be five feet from the longitudinal line which separates the concrete gutter from the road surface for roadways without on-street parking. If parking is permitted, a minimum of fifteen feet from the curb should be provided to accommodate both parked vehicles and bicycles. If the road is designed without a separation between gutter and road surface, the bikelane should be five feet from the face of the curb.

Turning movements are the most likely time for bicycles and vehicles to conflict with one another. Vehicles which desire to make a right turn must cross the path of the cyclist and bicyclists which desire to make a left turn must cross the travel lanes. Therefore, to ensure safety and roadway efficiency, two design features should be included in roadway design, when feasible:

Bikeways Plan

- Class I Bikeway
- Class II Bikeway
- Under-Crossing



1. When there is a free right turn lane or a right turn only lane, the bicycle lane should be moved from being next to the curb to being located between the designated right turn lane and the first through travel lane, well before the intersection begins. Additionally, sufficient width, minimum of 14 feet, should be maintained for the right turn lane to accommodate those bicycles making a right turn.
2. When there is either one or multiple designated left turn lanes, an area to accommodate bicycle travel, with a minimum of four feet, should be provided between the last through travel lane and the first designated left turn lane.

Minimum Curb Lane Width

In areas where bike lanes are not feasible, it is essential to maintain a curb lane width wide enough to accommodate bicycles. If the curb lane width is too narrow, it creates a situation where bicycle travel becomes dangerous and motor vehicle travel is impeded by the presence of bicycles. Therefore, it is essential to maintain a minimum curb lane width of 17 feet in areas where Class II bikelanes are not feasible.

Road Hazards

One reason bicyclists tend to ride in the outside (closest the travel lane) portion of the bikelane is to avoid road hazards. There are many road hazards which occur near the curb. One of the major hazards is the longitudinal separation line which occurs between the concrete gutter and the road surface. Because this change in surface elevation is so dangerous for cyclists, the area between the longitudinal line and the curb should not be considered as part of a bike lane. Another road hazard near the curb is drainage grates. The parallel - bar grates can trap a bicyclist's wheel, causing a serious crash to occur. The best design for drainage facilities is the curb-face inlet. If this design is not feasible, then the next best approach is a bicycle safe grate, such as a honeycomb or short angled slot design. Another road hazard occurring near the curb is road debris. Vehicle travel tends to push debris toward the curbs. Regular street sweeping, can solve this problem.

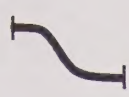
Bicycle Sensitive Traffic Signals

Demand activated signals are known for being unresponsive to bicycles. Bicycles generally do not have either enough weight or metal to trip the activators. However, modern detection systems have been developed which do detect bicycles. One design available is a modified quadruple loop (Caltrans Type D). In addition to trip activation, signals should be constructed and retrofitted to include signal buttons for use by bicyclists.

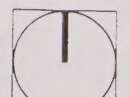
3. Pedestrian Trails

Pedestrian trails connect various points in the community with nearby residential, commercial and recreational uses. These trails not only provide efficient circulation but ensure safe access to desired destinations. The pedestrian (hiking) trails within the City are discussed in detail and

mapped in the Open Space/Parks/Conservation Element. Figure C-8 shows the Sidewalk Plan for Laguna Niguel. The Sidewalk Plan identifies the location within the City where sidewalks are needed. Table C-6 identifies the location and length of the needed sidewalk segments.

 Proposed Sidewalks*

*All other sidewalks are complete along arterials.



**Table C-6
Sidewalk Plan**

No.	Street	Side	Length
1	Pacific Island	B/S	4,000 L.F. x 2
2	Pacific Island	E/S	1,000 L.F.
3	Pacific Island	B/S	1,500 L.F. x 2
4	Pacific Island	E/S	300 L.F.
5	Camino Del Avion	S/S	140 L.F.
6	Camino Del Avion	S/S	1,850 L.F.
7	Crown Valley Pkwy.	E/S	2,000 L.F.
8	Crown Valley Pkwy.	E/S	7,300 L.F.
9	Niguel Road	E/S	3,960 L.F.
10	Niguel Road	E/S	1,750 L.F.
11	Crown Valley Pkwy.	W/S	2,000 L.F.
12	Crown Valley Pkwy.	E/S	1,100 L.F.
13	Crown Valley Pkwy.	E/S	1,100 L.F.
14	Corner of Niguel Road & Highland Avenue	E/S	450 L.F.
15	La Paz Road	W/S	7,200 L.F.
16	Corner at La Paz Road & Aliso Creek Road	W/S	700 L.F.
17	Crown Valley Pkwy.	N/S	1,000 L.F.
18	Crown Valley Pkwy.	B/S	100 L.F. x 2

G. Rail

Passenger rail service is provided from an Amtrak depot in San Juan Capistrano. The depot is not a major hub and provides only platforms for selected arrivals and departures during the day. An analysis of the regional rail system between Los Angeles and San Diego (LOSSAN) is currently being undertaken by Caltrans, and location of a commuter rail station in the Galivan Basin in Laguna Niguel is currently being studied by the City.

H. Equestrian Trails

Several existing equestrians trails are located within the City and potential future trails have also been identified. These trails are discussed and illustrated in the Open Space/Parks/Conservation Element.

I. Air

Air travel is available from John Wayne Airport (SNA) in Orange County, approximately 15 miles to the north by surface roadway. As the closest of the regional airports, SNA would be the major facility for air travel for Laguna Niguel residents. The airport is located adjacent to the I-405 Freeway and the 55 Freeway as well as close to the proposed SJHTC. Other regional airports are located

I

III. GOALS, POLICIES AND ACTIONS

The Circulation Element is based on a set of circulation-related goals which reflect and are designed to support the citywide objectives of the General Plan. The goals acknowledge the changing economic, social and environmental conditions in the City and surrounding regions, and the anticipated needs of the community. The circulation goals and policies are discussed in the following sections:

- Local Thoroughfares and Transportation Routes
- Intercity and Regional Transportation
- Transportation System/Demand Management
- Public Transportation
- Bicycle, Pedestrian, and Equestrian Facilities
- Parking
- Truck Circulation
- Rail
- Airport

Several goals and policies given here are also contained in the Growth Management Element (GME) of the General Plan and are referenced in parentheses at the end of the goal or policy.

Local Thoroughfares and Transportation Routes

Goal 1 **An adequate transportation/circulation system that supports regional and local land uses at adopted level of service (LOS) standards and complies with requirements of the Countywide Traffic Improvement and Growth Management Program (Measure M) (GME Goal 1A).**

Policy 1.1 Develop and maintain a road system that is based upon and is in balance with the Land Use Element of the General Plan.

Policy 1.2 Make all feasible transportation improvements in order to meet a target level of service (LOS) standard of "C" and a threshold standard of LOS "D". The City recognizes that not all intersections within the City can meet this target LOS. Therefore, the City will establish a critical intersection list which consists of intersections which do not meet the target LOS of "C", at peak periods only, but do not exceed the City's threshold LOS standard of "D". In order for an intersection to be placed on the City's critical intersection list, the City Council must find that the improvements necessary to meet target LOS "C" are not feasible because of one or more of the following reasons: 1) the cost of the necessary improvements exceeds available funding sources; 2) the design of the necessary improvements is not compatible with the surrounding land uses;

or 3) the design of the necessary improvements is contrary to other established City policies (GME Policy 1.1).

- Policy 1.3** Make all feasible transportation improvements in order to meet the threshold level of service unless the City determines that the unacceptable level of service is a direct result of regional traffic and that the improvements necessary to achieve the threshold level of service: 1) exceed the available funding sources; 2) are not compatible with the surrounding land uses; or 3) the design of the improvements is contrary to other established City policies (GME Policy 1.2).
- Policy 1.4** Each signalized intersection that has been improved to its maximum feasible configuration and still does not meet the threshold level of service shall be placed on the deficient intersection list (GME Policy 1.3)
- Policy 1.5** Allow adjustment of stated requirements if necessitated by unusual or extraordinary circumstances including, but not limited to, such conditions as an arterial highway temporarily accommodating traffic usually carried by a freeway while freeway improvements are being constructed (GME Policy 1.4).
- Policy 1.6** Measure traffic LOS using the current guidance regarding traffic level of service policy implementation established by the Local Transportation Authority (GME Policy 1.5).
- Policy 1.7** Require necessary conditions of approval on development projects to achieve traffic LOS standards prescribed in this Element (GME Policy 2.1).

Actions

- 1.7.1** Require that proposals for major new developments include a traffic impact analysis which identifies measures to mitigate any identified project impacts according to the traffic LOS standards prescribed in this Element.
- 1.7.2** Utilize the citywide traffic forecasting model to determine immediate and cumulative impacts of proposed developments on the City's transportation system. Monitor and update the traffic model database annually.
- Policy 1.8** All new development shall be required to participate in the City's transportation fee program(s). These fee programs shall be designed to ensure that all development projects fund their prorata share of the necessary long-term transportation improvements identified in this Element or its Technical Appendix.

As part of the City's transportation fee program(s), criteria will be developed to establish funding priorities. This program will also establish

phasing guidelines to be consistent with the Comprehensive Phasing Plan (GME Policy 2.2).

- Policy 1.9** All development projects contributing one percent or more to the critical movement at an intersection that is either projected to operate, or currently operates below the target level of service as a result of project implementation, shall fund all required feasible transportation improvements necessary to achieve the target LOS or, if the intersection exceeds the target LOS prior to project approval, mitigate the impacts of the project so that the intersection ICU is returned to its level of operation prior to project approval. Even for intersections where the target LOS is "D", in the interim, prior to buildout, the City may require mitigation to maintain a LOS of "C".

Necessary feasible improvements to mitigate an intersection to its level of operation prior to project approval shall be targeted for completion prior to issuance of Certificates of Use and Occupancy for the approved project. If the City determines that the cost of the improvement(s) is not feasible, the City shall require that any feasible short-term improvements be made prior to Certificates of Use and Occupancy and all permanent transportation improvements made within three years of the issuance of the first building permit, or within five years of the first grading permit.

Any project which has complied with this policy by funding a specific transportation improvement project, which is included in the City's transportation fee program, shall be given credit for the fees required as part of the transportation fee program as established in Policy 1.8 (GME Policy 2.3).

- Policy 1.10** Those intersections on the deficient intersection list shall be exempted from the requirements of Policy 1.9 (GME Policy 2.4)
- Policy 1.11** Review and evaluate existing traffic mitigation fees and develop new fees, if necessary, to fund the improvements identified in this Element or its Technical Appendix, in cooperation with other jurisdictions (GME Policy 2.5).
- Policy 1.12** Prohibit the use of Measure M tax revenues to replace private developer funds which have been committed for normal project or subdivision obligations (GME Policy 2.6).
- Policy 1.13** Phase development in accordance with the Comprehensive Phasing Program adopted by the City, which shall provide an overall buildout land use development plan which can be supported by implementation of the planned circulation system (GME Policy 2.7).

- Policy 1.14** Periodically evaluate programs designed to mitigate development impacts and the phasing of development and feasible transportation improvements (GME Policy 2.8).
- Policy 1.15** Identify and promote Measure M priorities of importance to the City of Laguna Niguel, both within and outside the City (GME Policy 4.1).
- Policy 1.16** Cooperate with nearby cities and the County of Orange, especially within GMA 10, in making transportation improvements of mutual interest and priority (GME Policy 4.2).
- Policy 1.17** To the maximum extent possible, integrate Congestion Management Program and Measure M Growth Management requirements into a single set of development incentives/guidelines/regulations (GME Policy 4.4).
- Policy 1.18** Develop circulation system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity, maximum grades and associated features such as medians and bicycle lanes.

Action

1.18.1

Prepare and maintain a circulation facility design manual containing roadway standards which specify right-of-way, number of lanes, typical cross-sections and parking restrictions according to designated arterial classifications. The manual should be consistent with the County's design manual except where exceptions are required for the City. Included will be design guidelines for driveway placement, intersection site distance, stop sign installation, medians, landscaping, bike lanes, bike paths, sidewalks, and equestrian trails.

- Policy 1.19** Coordinate roadway improvements with applicable county, state and federal transportation plans and proposals.
- Policy 1.20** Require the construction of dual left-turn lanes where peak hour traffic volumes are in excess of 400 for a left-turn movement.
- Policy 1.21** Where feasible, design new left turn lanes and retrofit existing left turn lanes, so the left turn lane is equal in length to the projected 2010 peak hour left turn volumes.
- Policy 1.22** Provide for the safe and expeditious transport of hazardous materials.
- Policy 1.23** Limit driveway access on arterial streets to maintain a desired quality of flow.

Policy 1.24 Design local and collector streets to discourage their use as thru traffic routes.

Policy 1.25 Develop a circulation system which highlights scenic areas.

Intercity and Regional Transportation

Goal 2 A network of regional transportation facilities which ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and which accommodates the regional travel demands of developing areas outside the city.

Policy 2.1 Support the completion of the Orange County Master Plan of Arterial Highways.

Policy 2.2 Work closely with the County of Orange on the design of roadway widening and intersection improvements proposed for Moulton Parkway/Golden Lantern to ensure that necessary transportation improvements are provided to maintain an acceptable level of service while minimizing the potential environmental impacts of the project.

Actions

2.2.1 Actively participate in the environmental review process to ensure that adequate data are collected to establish baseline conditions to assess the potential air quality and noise impacts of the Moulton Parkway/Golden Lantern project.

2.2.2 Work with the County to ensure that appropriate mitigation measures for noise impacts such as noise barriers, and sound insulation including secondary or acoustically rated doors and windows, and enhanced roof, wall, or underfloor sound protection are considered in the environmental analysis.

2.2.3 Suggest mitigation options to the County for consideration such as a purchase assurance program, that would allow homes projected to be impacted by noise exceeding 65 CNEL to be purchased at market value, retrofitted with noise attenuation measures and resold.

2.2.4 Explore alternative funding sources to accelerate the construction of noise attenuation measures on the segment of Golden Lantern between Crown Valley Parkway to Hidden Hills Road.

Policy 2.3 Support the implementation of the San Joaquin Hills Transportation Corridor (SJHTC).

- Policy 2.4** Promote the extension of Camino Los Padres from the eastern City boundary to Camino Capistrano in San Juan Capistrano.
- Policy 2.5** Support the addition of capacity improvements such as high-occupancy vehicle lanes, general purpose lanes, and auxiliary lanes to Interstate 5 (I-5).
- Policy 2.6** Maintain a proactive and assertive role with appropriate agencies dealing with regional transportation issues affecting the City.
- Policy 2.7** Work with adjacent cities to ensure that the traffic impacts of development projects in these cities do not adversely impact the City of Laguna Niguel and that traffic impacts of Laguna Niguel projects do not adversely impact neighboring cities.
- Policy 2.8** Coordinate with CalTrans on all plans, activities and projects that might effect State Facilities.

Transportation System/Demand Management

Goal 3 A circulation system that maximizes efficiency through the use of transportation system management and demand management strategies.

- Policy 3.1** Encourage new development which facilitates transit services, provides for non-automobile circulation and minimizes vehicle miles traveled.
- Policy 3.2** Implement traffic signal coordination on arterial streets where practical, and integrate signal coordination efforts with those of adjacent jurisdictions.
- Policy 3.3** Implement intersection capacity improvements where feasible and justified by traffic demand.
- Policy 3.4** Encourage the implementation of employer Transportation Demand Management (TDM) requirements included in the City's adopted TDM ordinance and in the Southern California Air Quality Management District's Regulation XV Program.
- Policy 3.5** Support the development of additional regional public transportation facilities and services.
- Policy 3.6** Promote ridesharing through publicity and distribution of information to the public.

Public Transportation

Goal 4 **An efficient public transportation system that provides mobility to all City residents, employees and visitors.**

- Policy 4.1** Support the efforts of the Orange County Transit Authority (OCTA) to provide additional local and express bus service to Laguna Niguel.
- Policy 4.2** Work with the Orange County Transit Authority and the City of Mission Viejo to encourage a commuter rail station in the Galivan Basin.
- Policy 4.3** Encourage employers to reduce vehicular trips by offering employee incentives.
- Policy 4.4** Promote new development that is designed in a manner which (1) facilitates provision or expansion of transit service, (2) provides on-site commercial and recreational facilities to discourage mid-day travel, and (3) provides non-automobile circulation within the development.

Action

- 4.4.1** Require new development to fund transit facilities, such as bus shelters and turn-outs.
- Policy 4.5** Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use by residents and/or visitors.
- Policy 4.6** Encourage the provision of safe, attractive and clearly identifiable transit stops and related high quality pedestrian facilities throughout the community.

Bicycle, Pedestrian and Equestrian Facilities

Goal 5 **An efficient bicycle, equestrian and pedestrian circulation system that encourages these alternative forms of transportation.**

- Policy 5.1** Require proposed developments, whenever feasible, to dedicate easements for Class I bikeways and to provide additional right-of-way for Class II bikelanes in the project vicinity on all major or primary roadways or other roadways where deemed appropriate.

- Policy 5.2** Support and coordinate the development and maintenance of City bikeways in conjunction with the City's Bikeway Plan, the County of Orange Master Plan of Countywide Bikeways and the bikeway plans of neighboring jurisdictions.
- Policy 5.3** Retrofit light standards to include bicycle crossing buttons and where feasible use a modified quadruple loop (Caltrans Type D) signal activation design to allow for bicycle activation of the signal.
- Policy 5.4** Preserve existing pedestrian walkways, Class II bicycle lanes, and wide curb lanes by not modifying, altering, or restriping, any roadway, which currently has either a pedestrian walkway, Class II bicycle lane, or enough right-of-way to accommodate a pedestrian walkway or Class II bicycle lane, in a manner which would not provide for pedestrian walkways, Class II bicycle lanes, or a minimum curb-lane width of 17 feet, except in cases of emergency or an extraordinary case. Any such extraordinary case will be reviewed by the City Council on a case by case basis and approved only if there are no feasible alternatives and the extraordinary circumstances outweigh the concerns relative to pedestrian and bicyclist safety and the need to provide adequate transportation alternatives.
- Policy 5.5** Encourage the provision of showers, changing rooms, and an accessible and secure area for bicycle storage at all new and existing developments and public places.
- Policy 5.6** Require developers, whenever feasible, to provide facilities for pedestrian travel such as sidewalks, and to design developments to provide pedestrian access to the development on sidewalks and not require that pedestrians use driveways to access development.
- Policy 5.7** Construct sidewalks, and retrofit traffic light standards to include pedestrian crossing buttons, when feasible, on all primary and major arterials and major surface streets which are either proposed or currently under construction, modification, or restriping, as applicable.

Goal 6 Ensure that development of Class II bikelanes provides for the safe and efficient travel of both bicycles and vehicular traffic.

- Policy 6.1** Develop bicycle lanes to a minimum width of five feet from the longitudinal separation line which occurs between the gutter and roadway for areas which prohibit on-street parking. For areas with on-street parking, the minimum bike lane width shall be 15 feet from the face of the curb. Bike lanes shall be separated from travel lanes with a six-inch white stripe.

- Policy 6.2** At intersections with designated right-turn lanes, the bicycle lane should be moved from being next to the curb to being located between the designated right turn lane and the first through travel lane, well before the intersection begins. Additionally, sufficient width, minimum of 14 feet, should be maintained for the right turn lane to accommodate those bicycles making a right turn.
- Policy 6.3** At intersections with designated left turn lanes, an area with the minimum of four feet shall be provided for bicycle travel between the last through travel lane and the first designated left turn lane, when feasible.
- Policy 6.4** For all future construction or modifications, drainage grates shall be designated for a curb-face inlet. If this design is not feasible, then the drainage grates shall be designated with a honeycomb or short angled slot pattern.
- Policy 6.5** Monitor road repairs to ensure that road repairs are made to the highest standard feasible, to provide a smooth finish with no big gaps or ridges.
- Policy 6.6** Continue to operate a street sweeping program for all streets within the City, paying special attention to sweeping the right curb edge and places in intersections where debris collects.
- Policy 6.7** Maintain adequate roadway width to safely accommodate bicycle traffic during roadway construction activities.

Parking

Goal 7 Well-designed and convenient parking facilities

- Policy 7.1** Provide sufficient on- and off-street parking.

Action

- 7.1.1** Prepare and adopt parking management guidelines that identify parking requirements.
- Policy 7.2** Prohibit on-street parking on Major and Primary arterials to reduce side-friction and maintain a desired quality of flow.
- Policy 7.3** Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

- Policy 7.4** Encourage the use of shared parking facilities among different land uses, by means of parking districts or other mechanisms.

Truck Circulation

- Goal 8** A truck circulation system that provides effective transport of commodities while minimizing the negative impacts throughout the City.
-

- Policy 8.1** Provide primary truck routes on selected arterial streets to minimize the impacts of truck traffic on residential areas.

- Policy 8.2** Provide appropriately designed and maintained roadways for the primary truck routes.

Action

- 8.2.1** Prepare a program to undertake the placement of signs for designated truck routes.

- Policy 8.3** Provide loading areas and accessways that are located to avoid conflicts with non-truck traffic.

Action

- 8.3.1** Adopt standards which identify appropriate access to loading areas.

Rail

- Goal 9** Support the location of a commuter rail system within the Galivan Basin that meets the needs of current and future residents.
-

- Policy 9.1** Coordinate with Amtrak and Los Angeles-San Diego (LOSSAN) Corridor Commuter Rail to expedite commuter rail service to and from the City.

- Policy 9.2** Work with the appropriate entities to evaluate development of a commuter rail station in Laguna Niguel.

Action

- 9.2.1** Schedule ongoing discussions with Mission Viejo and Laguna Hills regarding rail service for Laguna Niguel and these communities.

Airport

Goal 10 Provide public transportation for residents to airport facilities in the region.

- Policy 10.1** Work with the Orange County Transit Authority (OCTA) and other appropriate agencies to provide express transportation to regional airports.
- Policy 10.2** Discourage the potential expanded commercial use of the Marine Corps Air Station in El Toro.

IV. IMPLEMENTATION PROGRAMS

Within the Circulation Element, policies have been developed which call for specific implementing actions to be taken by the City. Other policies are set forth which call for subsequent programs and actions to be taken which will implement the provisions of the General Plan. Defined as an action, procedure, program or technique that carries out General Plan policy, the following implementation measures are intended to assist the City in realizing the goals and policies of the Circulation Element.

Several implementation programs given here are also contained in the Growth Management Element (GME) and are referenced in parentheses at the end of the item.

1. **PREPARE A PRIORITY LIST OF TRANSPORTATION IMPROVEMENT PROJECTS** from the City's standpoint and promote these priorities with local GMAs, the Transportation Corridor Agencies, the County of Orange, the Regional Advisory and Planning Council, the Orange County Transportation Authority and other agencies with facility or funding responsibilities (GME 8).
2. **DEVELOP A FAIR SHARE TRAFFIC CONTRIBUTION ORDINANCE** and amend the ordinance as necessary to ensure the required fees will provide the otherwise unfunded costs of completing the Circulation Plan.
3. **ESTABLISH A DEVELOPMENT MITIGATION PROGRAM** by June 30, 1993 to ensure that new development: 1) pays its share of costs for feasible transportation improvement projects; and 2) funds all feasible transportation improvements projects necessary to achieve an acceptable level of service in cases where the development contributes one percent or more to the critical movement at an intersection, which causes that intersection to exceed the target level of service (GME 1).
4. **CONSTRUCT THE CIRCULATION IMPROVEMENTS** outlined in this Element to complete the city's ultimate Circulation Plan. Traffic volumes and levels of service within the City should be monitored and the Laguna Niguel Traffic Model (LNTM) updated on a regular basis. Individual circulation improvements should be reviewed for applicability and revised during the update process.
5. **INTER-JURISDICTIONAL PLANNING FORUMS AND BASE FEES.** Participate with GMA No. 10 jurisdictions in developing an annual transportation improvement list, establishing a GMA deficient intersection list, and establishing regional traffic impact mitigation measures (GME 2).
6. **ESTABLISH A COMPREHENSIVE PHASING PLAN** by June 30, 1993 which assures that feasible transportation improvements are added as development occurs so that they are in balance with demand. The adopted Comprehensive Phasing Plan will ensure that feasible transportation improvements are funded as development occurs (GME 4).

7. **ESTABLISH A PERFORMANCE MONITORING PROGRAM** by June 30, 1993 to: 1) evaluate compliance with approved development phasing allocations; 2) ensure and document that feasible transportation improvements are actually provided; 3) evaluate whether the development mitigation program is providing adequate funding for feasible transportation improvements and other mitigation measures; 4) evaluate the maintenance of transportation service levels through an annual traffic report based on data no more than three months old; and 5) identify corrective action to be initiated if service level deficiencies are indicated. Traffic reports shall not use counts during the time periods of June through August and November 15 through January 5 (GME 5).
8. **DEVELOPMENT REVIEW PROCESS.** Incorporate Measure M criteria and procedures into the City's development project review process (GME 7).
9. **CONTINUE TO IMPLEMENT TDM MEASURES** adopted in the City's TDM ordinance which reduce peak hour traffic and improve levels of service.
10. **ACTIVELY SEEK FEDERAL, STATE AND COUNTY ASSISTANCE IN FUNDING CIRCULATION IMPROVEMENTS** necessary to complete the Circulation Plan.
11. **AGREEMENTS.** Prepare any subsequent, legally valid Traffic Improvement/Public Facilities Development Agreements which implement this Element and/or the Growth Management Element in such a way as to be consistent with this Element and/or the Growth Management Element and its implementing ordinances, plans, programs and actions (GME 9).
12. **ADDITIONAL IMPLEMENTATION.** Initiate any additional implementing measures or actions deemed necessary by the City to further the goals of this Element and/or the Growth Management Element (GME 10.)

Chapter Five
PUBLIC FACILITIES

General Plan for the City of Laguna Niguel
Chapter 5 - Public Facilities

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THE CITY OF NEW YORK

OFFICE OF THE COMMISSIONER OF THE LAND OFFICE

IN SENATE

REPORT OF THE COMMISSIONER OF THE LAND OFFICE
FOR THE YEAR 1890

ALBANY:

THE COMMISSIONER OF THE LAND OFFICE
ALBANY, N. Y., 1891

THE CITY OF NEW YORK

OFFICE OF THE COMMISSIONER OF THE LAND OFFICE
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Chapter Five

PUBLIC FACILITIES

I. INTRODUCTION

The Public Facilities Element establishes the planning framework for the provision of public facilities and services necessary to accommodate the existing and future needs of the City of Laguna Niguel. A unique feature of this Element is that it addresses service systems that are maintained by the City, as well as other entities. As a result, many of the policies are directed at coordination and cooperation between service providers and the City.

II. CONSISTENCY WITH STATE LAW

The Public Facilities Element is an optional element of the General Plan. This Element does, however, satisfy provisions of the Circulation Element as it relates to the transmission of utilities. This Element carries the same force and effect as a mandatory element and must be internally consistent with other elements of the General Plan.

B. City Executive Director's Work Element

The City Executive Director's Work Element (EDWE) was adopted by the City Council in 1975, a component of the California Regional Water Fixation, 1975-1980, and under the State Executive Director's Work Element, planning adopted in 1975-1980. The Element is currently being reviewed and updated for the City of Laguna. However, the element remains the City Council's work element will continue to be reviewed and updated. The City will provide technical support and administrative support in implementing the element's work element program.

C. Laguna Niguel Water District General Master Plan

The Laguna Niguel Water District General Master Plan (LNGWMP) is a comprehensive plan for the Laguna Niguel Water District. The Plan includes a description of the district's water supply, water demand, and water quality. It also includes a description of the district's water distribution system, including the main water line, the distribution system, and the distribution system. The Laguna Niguel Water District is a public utility, and the Plan is a public document. The Plan is a public document, and the Plan is a public document. The Plan is a public document, and the Plan is a public document.

D. Capistrano Valley Water District General Master Plan

The Capistrano Valley Water District (CVWD) General Master Plan (GMP) was adopted in 1972, and is a public document. The GMP is a public document, and the GMP is a public document. The GMP is a public document, and the GMP is a public document. The GMP is a public document, and the GMP is a public document. The GMP is a public document, and the GMP is a public document.

III. RELATED PLANS AND PROGRAMS

A. City Source Reduction and Recycling Element

Pursuant to the California Integrated Waste Management Act of 1989, AB 939, a Source Reduction and Recycling Element (SRRE) was developed for the City. The purpose of the SRRE is to establish a local plan to reduce solid waste 25 percent by 1995, and 50 percent by the year 2000. The Element contains source reduction, recycling and composting strategies to meet the diversion goal. A public education and information program complements these efforts. Finally, the impact of diversion on landfill capacity; funding requirements and compliance with the diversion milestones are addressed.

B. City Household Hazardous Waste Element

The Household Hazardous Waste Element (HHWE) was prepared for the City pursuant to AB 2707, a companion Bill to the California Integrated Waste Management Act (AB 939), and under the Tanner hazardous waste management planning legislation (AB 2948). The Element recommends hazardous waste management objectives for Laguna Niguel. However, this element recognizes that the County of Orange will take the lead in implementing these recommendations. The City will provide technical assistance and educational support in implementing the hazardous waste management programs.

C. Moulton Niguel Water District Sewer Master Plan

The 1983 Sewer Master Plan examines the ultimate wastewater system capacity of the Moulton Niguel Water District. The Plan includes a computer simulation of wastewater flows based on dwelling units. Results of the computer simulation are used in the identification of needed system upgrades and improvements to accommodate new development. The Moulton Niguel Water District provides wastewater services to the City and therefore, the Sewer Master Plan is important to consider in the planning and development of land uses in Laguna Niguel.

D. Capistrano Unified School District Master Plan

The Capistrano Unified School District (CUSD) Master Plan, first drafted in 1985, addresses school facilities in relation to future growth in the southern Orange County. The Master Plan has since been revised (1987), and addresses issues and needs associated with projected enrollment through 1995. As the CUSD maintains school facilities in Laguna Niguel, the Master Plan is important in the planning and development of land uses that would impact school facilities.

E. Facilities Implementation Plan

The Orange County Growth Management Plan Element calls for the balanced phasing of development and infrastructure systems. While no longer applicable within Laguna Niguel, it offers a framework for facilities planning in the City and surrounding areas.

The City of Laguna Niguel Public Facilities Element sets forth service standards for public and quasi-public facilities. These standards are found in the Growth Management Component (GMC) which is included as Section VI of this Element.

F. Measure M

Approved by a majority of County voters in 1990, this initiative requires each jurisdiction in the County to adopt a Growth Management Element in order to qualify for receipt of the City's funding allocation. The Growth Management Element must establish target levels of service for the transportation system. The overriding goal of the Growth Management Program is to ensure that new development is adequately served by timely infrastructure and public services.

The Growth Management Element of the General Plan addresses growth in relation to transportation and circulation. The GMC of the Public Facilities Element, focuses on the provision of essential facilities and services other than transportation and circulation. The purpose of this component is to identify level of service standards to be sought for certain public facilities in accommodating remaining growth potential as identified in the Land Use Element.

G. Congestion Management Plan

The Congestion Management Plan (CMP) is one component of a comprehensive, six-bill Transportation and Passenger Rail Bond Funding Package approved by the State Legislature in 1989. Pursuant to this legislation, every urbanized county with a population of 50,000 or more must develop a CMP in order to receive new transportation revenues, including that received from a phased gas tax increase. The City is located within the County of Orange, which is required to prepare a CMP. The CMP is an effort to more directly link land use and transportation and consists of seven components:

- Traffic level-of-service standards;
- Public transit service and coordination standards;
- Trip reduction and travel demand requirements that promote alternatives to the low occupant combustion engine vehicle;
- Programs that analyze the impacts of local land-use decisions on roads, highways, and transit systems; and,
- Seven year capital improvement program consistent with the transportation-related air quality program.

IV. PUBLIC FACILITIES AND SERVICES

A. Water and Sewer Services

Coastal Southern California is dependent largely upon imported water from two sources: the Colorado River and Northern California. The Colorado River Aqueduct System, owned and operated by the Metropolitan Water District of Southern California (MWD), consists of aqueducts, pumping plants, storage reservoirs, and water treatment plants, and has the capacity to deliver one billion gallons of water per day. The State Water Project, located in Northern California, provides multipurpose benefits of water supply, flood control, recreation, fish and wildlife enhancement and electric power generation. Thirty-one regional agencies, including MWD, have entered into long-term contracts for water supplies that are available through the State Water Project.

MWD owns and operates an extensive distribution system that delivers imported water to 27 contracting agencies in Orange, Los Angeles, Riverside, San Diego and San Bernardino Counties. Constituent members in Orange County include Anaheim, Fullerton, Santa Ana, the Coastal Municipal Water District and the Municipal Water District of Orange County (MWDOC).

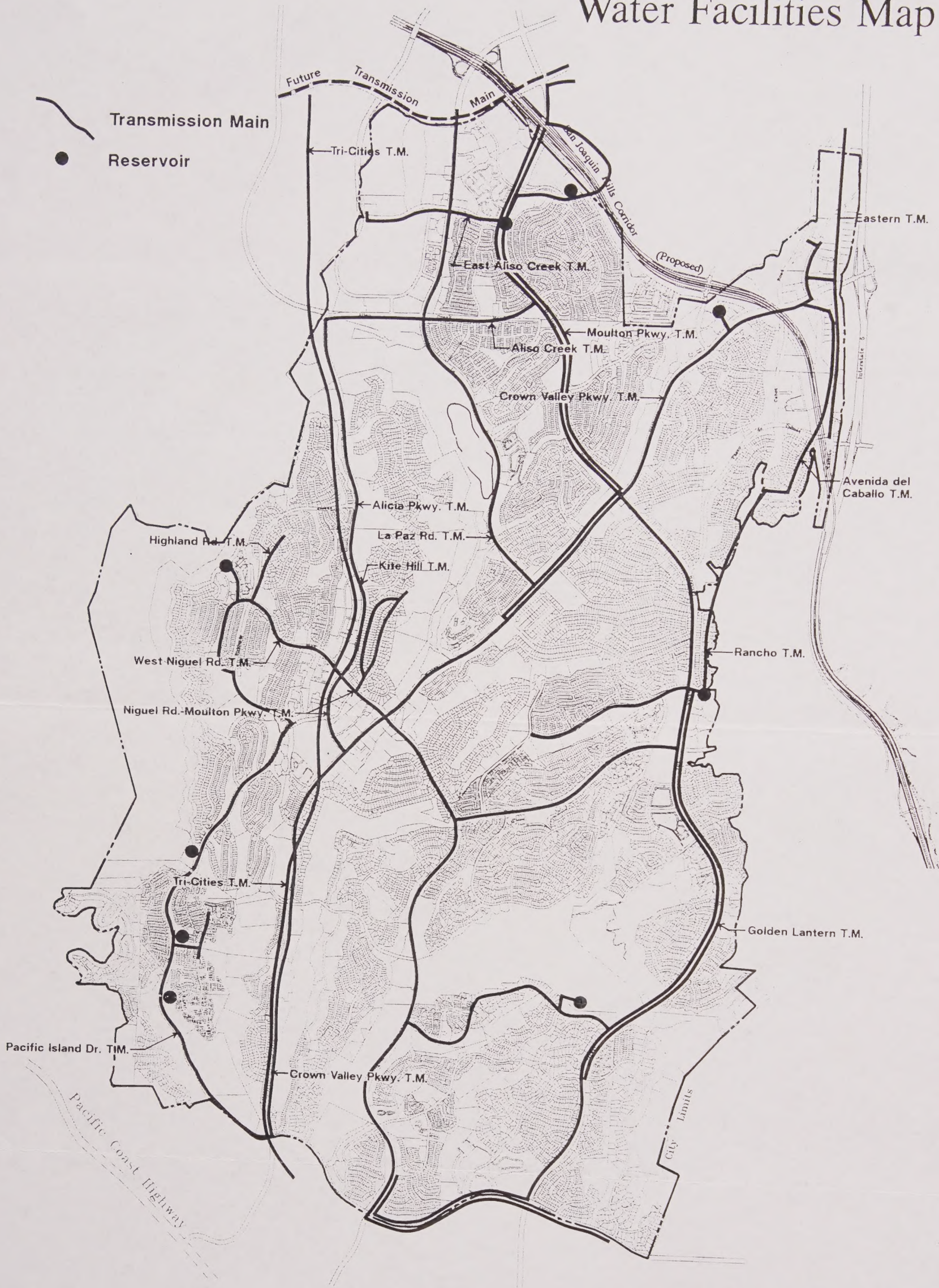
MWDOC, in turn, serves as the wholesale water agency for 36 water agencies, and provides water to approximately 80 percent of Orange County. Agencies served by MWDOC construct and operate facilities to convey water from the MWD system to their service areas.

Laguna Niguel is comprised of Improvement Districts Nos. 1 and 7 of the Moulton Niguel Water District (MNWD). The City, with the exception of a small portion near the southwesterly boundary served by the South Coast Water District (SCWD), is served by the MNWD, a member agency of the MWDOC. MNWD currently owns 75 cubic feet per second (cfs) capacity to serve its District area. The District is expected, within two to three years, to acquire an additional 25 cfs capacity, for a total capacity of 100 cfs.

The water system in the City consists of primary, secondary and tertiary feeder lines. The system utilizes reservoirs and pump stations to store water to accommodate peak water demands, and ensure adequate fire flows. The domestic water system currently provides the City with adequate service. The water system is also anticipated to accommodate future development. Water facilities in the City are shown in Figure PF-1.

The MNWD and SCWD also provide wastewater disposal service to the City. The MNWD serves the City, with the exception of a small portion of Laguna Niguel near the southwesterly boundary that is served by SCWD. The wastewater system

Water Facilities Map



SOURCE: Moulton Niguel Water District

consists of both sewer lines and treatment facilities. The wastewater facilities in the City are shown in Figure PF-2.

Wastewater Improvement Districts ID1 and ID7 currently operate below the maximum treatment capacity owned by MNWD. The current total capacity allocated to the City is 5.807 million gallons per day (MGD) and current wastewater flows total 4.546 MGD, or approximately 76 percent of the City's current ultimate allocation. A break-down of wastewater flow amounts and destinations is provided in Table PF-1.

Table PF-1 Current Wastewater Treatment Flows		
Improvement District	Plant	Flow (MGD)
ID1	Aliso Water Management Agency (AWMA)	3.305
	South Coast Water District (SCWD)	0.450
	South East Regional Reclamation Authority (SERRA)	0.076
ID7	Aliso Water Management Agency (AWMA)	0.660
	South Coast Water District (SCWD)	0.055
	South East Regional Reclamation Authority (SERRA)	
Total		4.548
Source: Draft Master Environmental Assessment 1991		

The difference between current wastewater flows and the City's current ultimate allocation is 1.261 MGD. This capacity has been allocated to expected future development by the District.

The ultimate treatment capacity of the District is 12.0 MGD for the Aliso Water Management Agency (AWMA) basin which serves approximately 95 percent of the City. The flows projected at build-out tributary to the AWMA treatment plant are estimated to be 12 MGD. The South East Regional Reclamation Authority (SERRA) treatment plant has a capacity of 5.0 MGD for both solid and liquid waste. Additional capacity will need to be purchased by the District in the future. The District also maintains a lease of 0.500 MGD capacity from the SCWD coastal treatment facility.

The SCWD directs wastewater generated in the City to the SCWD coastal treatment facility. The facility has a capacity of 4.5 MGD. The SCWD has indicated that the facility has sufficient capacity to accommodate existing and future development within its service area.

Wastewater Facilities Map

Sewer Line



SOURCE: Moulton Niguel Water District

Based on information provided by MNWD, none of the sewage system lines are deficient.

MNWD is currently developing a reclaimed water system to deliver treated wastewater to landscaped areas in the City. The portion of the City located in ID1 would be supplied from the AWMA regional treatment plan, and the remaining area in the City would be supplied by the South Coast Water District. Figure PF-3 depicts the future reclaimed water system in Laguna Niguel.

Two reclaimed water reservoirs are nearing completion and the major pipelines have been completed within the City. Additional secondary pipelines will be developed. The MNWD is actively working with water users in the district to convert to reclaimed water for irrigation purposes. Among the facilities within the City which utilize reclaimed water for irrigation purposes are: Chapparosa Park, Crown Valley Community Park, El Niguel Golf Course, and the Laguna Niguel Regional Park. Ultimately, the district would like to have 70 percent of the irrigation systems within the City utilizing reclaimed water.

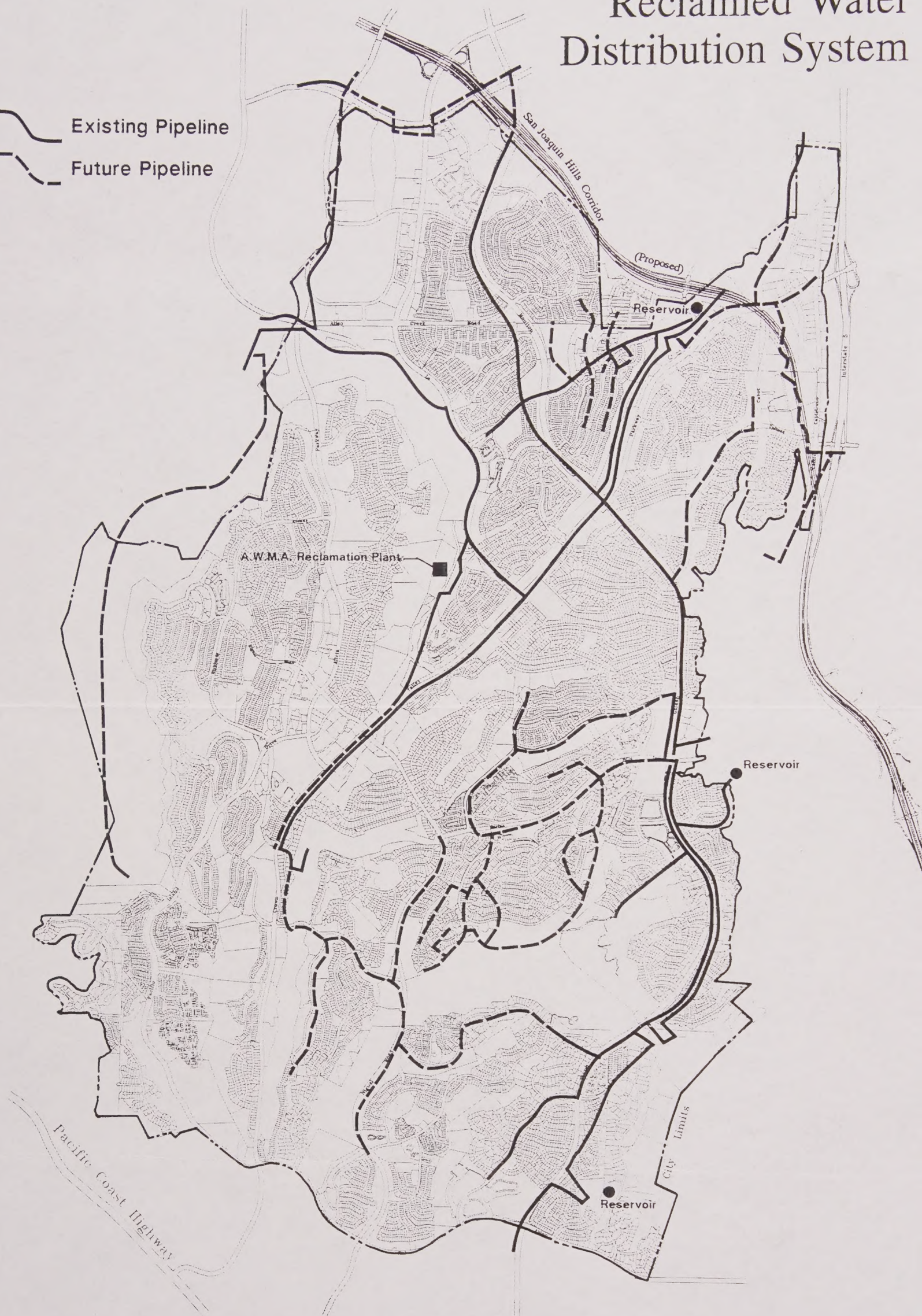
B. Flood Control

The City is currently in the process of drafting a drainage plan for Laguna Niguel (Master Plan of Drainage for the City of Laguna Niguel.) Regional flood control facilities consist of major collector channels and storm drains, and are maintained by the Orange County Environmental Management Agency (EMA). Five regional facilities serve the City, four of which are located within the City limits, and the remaining facility runs adjacent to the City on its westerly boundary. The facilities are: Sulphur Creek, Narco Channel, Salt Creek, San Juan Creek and Aliso Creek. Flows from within the City are conveyed to these facilities by local storm drain facilities or overland flow.

Local drainage facilities consist almost entirely of underground closed conduits and are primarily located in developed areas of the City. The storm drain lines and catch basins were constructed 10 to 15 years ago. According to the draft Master Drainage Plan, deficiencies in the existing storm drain facilities have been identified. These deficiencies are pertinent in terms of both 10-year, 25 year, and 100 year storm drain facilities. The draft Master Drainage Plan provides recommended measures to correct the identified deficiencies in the storm drain facilities.

Reclaimed Water Distribution System

Existing Pipeline
Future Pipeline



SOURCE: IWA Engineers



C. Solid Waste

As landfills reach capacity and new sites become increasingly difficult to obtain, the need to reduce the amount of solid waste generated is critical. Assembly Bill (AB) 939 requires local jurisdictions to reduce their solid waste stream by 25 percent by the year 1995 and 50 percent by the year 2000. Counties and cities were required to prepare a Source Reduction and Recycling Element (SRRE) by July 1, 1991 to implement the mandated waste reduction targets. The City of Laguna Niguel has an adopted SRRE which is described under Related Plans and Programs. The County of Orange is further required to prepare an Integrated Waste Management Plan which coordinates the SRREs of cities within its jurisdiction.

The City contracts with Solag Disposal, Inc. for solid waste disposal. Solag Disposal serves all residential and commercial areas of the City. Waste is transported to the Prima Deshecha Landfill located off Ortega Highway, at the end of La Pata Avenue, in San Juan Capistrano. This facility is a Class III sanitary landfill and is operated by the Orange County Integrated Waste Management Department (IWMD). In addition to municipal solid waste, the landfill accepts sludge, tires and properly treated auto shredding waste. The landfill occupies 1,500 acres and currently accepts a daily average of 3,000 tons of waste. The permitted capacity of the landfill is 4,000 tons of waste per day. According to the County's SRRE, the Prima Deshecha Landfill has an estimated remaining life of over twenty years. This projection is based on growth trends and the assumption that the diversion mandates of AB 939 will be achieved.

D. Hazardous Materials and Waste

Hazardous materials are utilized by a number of businesses in Laguna Niguel. A material is considered hazardous when it exhibits corrosive, poisonous, flammable and/or reactive properties, and has the potential to harm human health and the environment. Hazardous materials are generally substances used to produce high technological products. Hazardous wastes are chemical remains that are no longer usable and require treatment and/or disposal.

The Household Hazardous Waste Element (HHWE) recommends hazardous waste management objectives for Laguna Niguel. The County of Orange will take the lead in implementing management objectives, with the City providing technical and educational support. The Prima Deshecha landfill serves as a collection center for the household hazardous waste program operated by the Orange County Fire Department Hazardous Materials Program Office (HMPO).

E. Law Enforcement, Fire and Emergency Medical Services

The City contracts with the Orange County Fire Department (OCFD) for fire protection, emergency medical services and hazardous conditions abatement. The department maintains three stations within the City: Stations 39, 5 and 49. Stations

5 and 49 are permanent stations and Station 39 is temporary. According to the OCFD, Station 39 will be replaced with a permanent facility once sufficient funding is available. The preferred location for a permanent station is on Avila Road, just west of La Paz Road, which is the location of temporary Station 39. Law enforcement and fire stations are shown in Figure PF-4, Public Services Map.

Orange County maintains a fire protection policy stating that for 80 percent of the service area, fire apparatus should reach the scene within five minutes and the paramedic units within ten minutes. The OCFD is currently meeting the standard established in the County's fire protection policy within the City.

The Orange County Sheriff's Department provides law enforcement services to the City of Laguna Niguel. The Department maintains one station in the City, located at 30331 Crown Valley Parkway. This station provides law enforcement services to the contract cities located in South Orange County as well as unincorporated areas of the County. The population of the area served by the south substation is approximately 309,000 persons. The station is currently staffed with 187 sworn personnel: 164 persons in the patrol division and 23 persons in the investigation division. In addition, the Sheriff's Department maintains a community support unit at City Hall. The unit includes a Chief of Police and two deputies. The primary purpose of this unit is to serve as a community liaison. Responsibilities of the unit include drug education, special enforcement and City staff support.

F. Community, Civic, Educational and Cultural Facilities

The Capistrano Unified School District (CUSD) administers public schools in the majority of southern Orange County, including the City of Laguna Niguel. There are four elementary schools and one junior high school located in the City. High school students residing in Laguna Niguel attend school in either Dana Point or Mission Viejo. The CUSD has indicated that it is having difficulties providing educational facilities that keep pace with development in the City. As a result of financial constraints, the District has utilized relocatable classrooms (portable). In addition to the State's requirement that 30 percent of the classrooms be relocatable, the District has supplied additional portables to accommodate the influx of students during high growth periods.

Table PF-2 shows the existing school facilities in the City. Also shown are approved sites not yet constructed, and proposed school sites. Development of the approved sites is expected to reduce the need for portable classrooms on existing sites.

Public Services

- ▲ Existing School Facility
- Approved School Site
- Proposed School Site
- F Fire Station
- CTH Court House
- SH Sheriff Station
- L Library
- PO Post Office

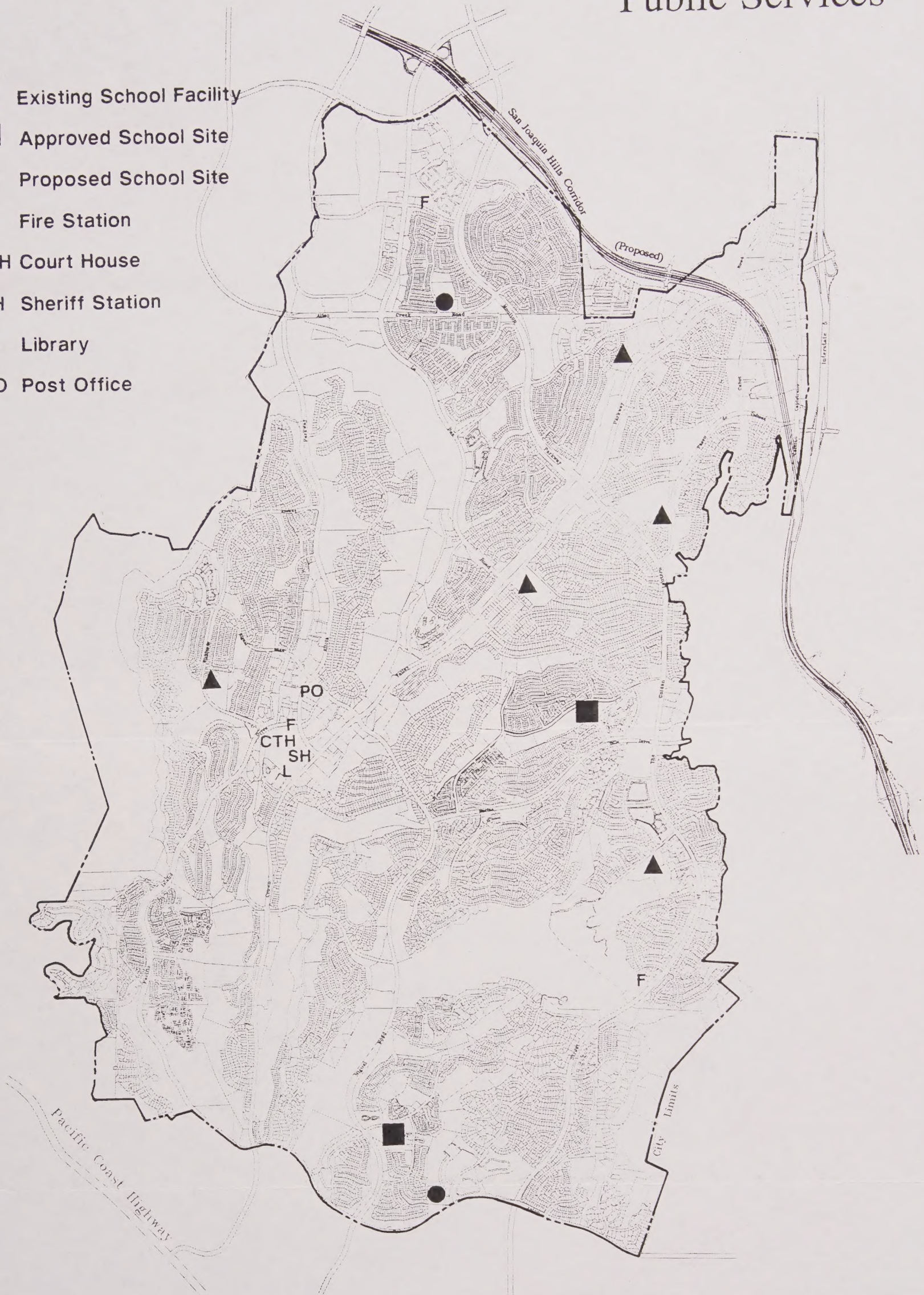


Table PF-2
Existing, Future and Proposed School Facilities/Sites

School	Address	Grades
EXISTING SCHOOL FACILITIES		
George White Elementary	25422 Chapparosa Park Drive	K-6
Crown Valley Elementary	29292 Crown Valley Parkway	K-6
Moulton Elementary	29851 Highlands	K-5
Marian Bergeson Elementary	25302 Rancho de Niguel Road	K-6
Niguel Hills Middle School	29070 Paseo Escuela	6-8
APPROVED SCHOOL SITES		
Malcolm Elementary	Charles and Ridgeway Avenues	K-6
Site 234	Hidden Hills Street and Sandling Court	K-6
PROPOSED SCHOOL SITES		
Site 231	Camino Del Avion and Bear Brand Road	K-6
Site 228	Niguel Heights and Aliso Creek Roads	K-6

Malcolm Elementary is expected to open in the Fall of 1993 with Site 234 opening the following year. The projected capacity for each of the schools is 720 students. Sites 231 and 228 are not currently owned by the District, and a time frame for construction of the facilities has not been identified.

The Orange County Public Library System operates Crown Valley Branch Library, within the City of Laguna Niguel. In addition, the City is served by the Dana-Niguel Branch library located in Dana Point. The County standard for library facilities is 0.2 square feet per capita. As demonstrated in the following table, the Crown Valley and Dana-Niguel library facilities adequately serve existing and projected populations in Laguna Niguel.

Table PF-3
Library Facilities Assessment

LIBRARY FACILITIES		POPULATION SERVED			
		Existing		Projected	
Name	Square Footage	City of Laguna Niguel	City of Dana Point	City of Laguna Niguel	City of Dana Point
Crown Valley	10,290	46,251	32,000	61,671	38,437
Dana-Niguel	11,000				
Total	21,290	78,251		100,108	
Populations of Laguna Niguel and Dana Point combined as the Dana-Niguel Branch serves both cities. Population figures derived from projections contained in the General Plan.					

The combined library facilities provide 21,290 square feet of library space. Applying the library standard for both the existing and projected populations for the cities of Laguna Niguel and Dana Point results in the determination that these facilities provide adequate library services. Specifically, the square footage required for existing populations in order to meet the County standard is 15,650 square feet; currently, these facilities exceed the standard by 5,730 square feet. In terms of projected populations, a total of 20,021 square feet is required to serve these cities at build-out. The two facilities combined exceed this future requirement by 1,269 square feet.

Despite the apparent surplus of library space, the Crown Valley Branch Library receives a great deal of use. The current demands placed on the library has prompted a request to the County Board of Supervisors to approve funding for an additional 5,000 sq.ft. of library space at the Crown Valley Branch Library.

The area that currently includes the County of Orange Civic Center is envisioned as the site for the future Laguna Niguel City Hall. The Crown Valley Branch Library and Fire Station #5 will also remain in the Civic Center area.

G. Public Facilities

The San Diego Gas and Electric Company, Southern California Edison Company and Southern California Gas Company provide electrical and natural gas services to the City of Laguna Niguel. Existing electrical lines are shown in Figure PF-5. Currently, there are no deficiencies in the existing electrical and natural gas transmission facilities. These utility companies operate on an as needed basis, and are required by law to expand its facilities to accommodate future development.

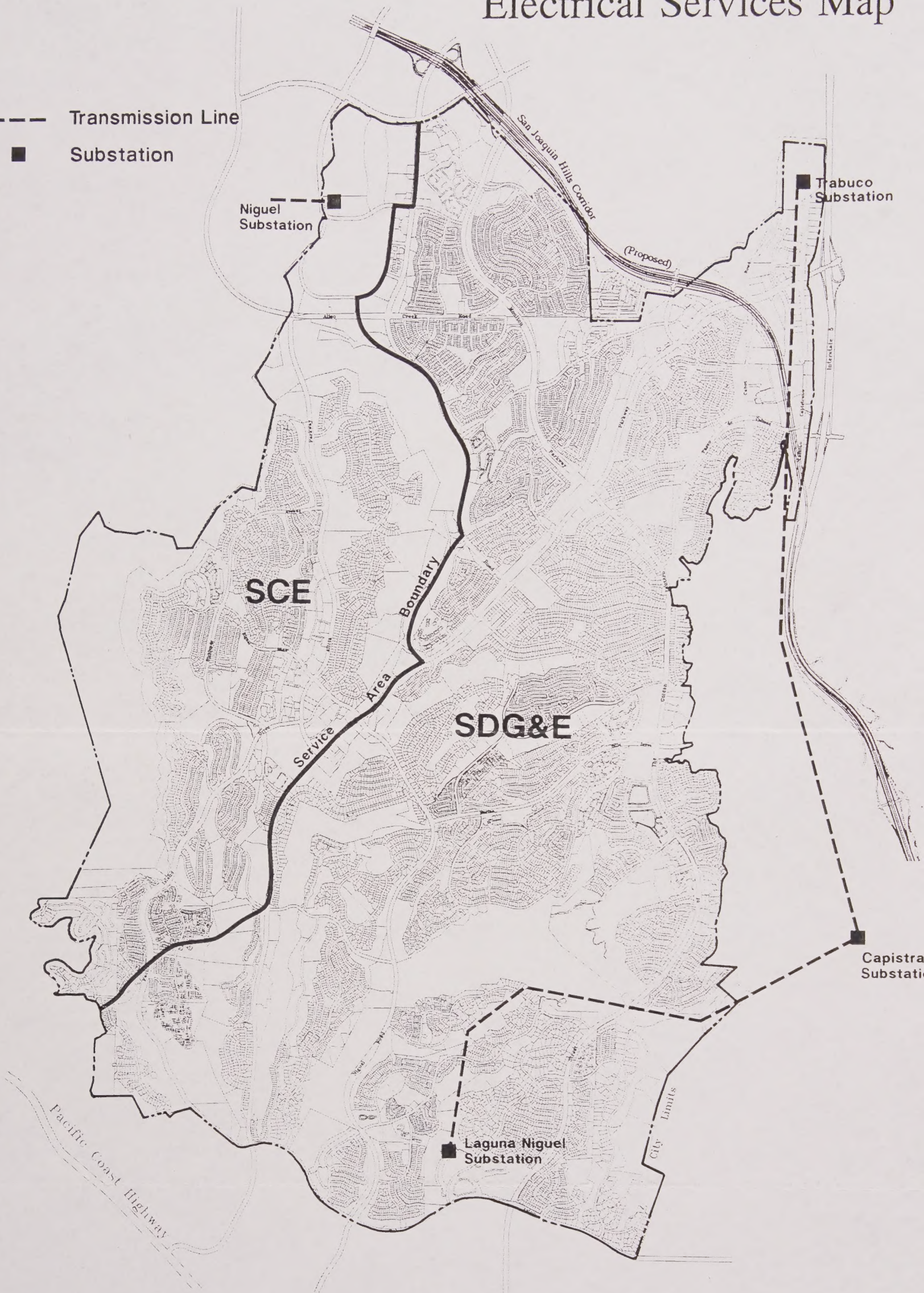
Pacific Bell provides telephone service to the City. Pacific Bell maintains administrative offices, and storage/service buildings on Camino Capistrano Road, and a substation is located on Aliso Creek Road. Pacific Bell maintains manholes and cables throughout the City and expands these facilities on demand.

H. South County Regional Transportation Center

The development of a Regional Transportation Center is currently being proposed by the Orange County Transportation Commission (OCTC) for the South County area. This center would offer commuter rail service, express and local bus service, park-ride facilities and related services. One potential location for the center is located within the City along Cabot Road, approximately 1.5 miles north of Crown Valley Parkway. This site is within the Galivan Flood Control Basin, owned by the Orange County Flood Control District (OCFCD). OCFCD is proposing construction of a retention basin on this site. However, there is possibility of establishing a joint use of the site. This site could also accommodate a potential active park.

Electrical Services Map

- Transmission Line
- Substation



SOURCE: San Diego Gas & Electric and
Southern California Edison

V. GOALS, POLICIES AND ACTIONS

Goal 1 **A water and wastewater infrastructure system that supports existing and future development in the City of Laguna Niguel.**

Intent Water availability is a critical determinant in Southern California's future growth and development. By working closely with the Moulton Niguel Water District (MNWD) in developing supply options, including conservation and use of reclaimed water, and monitoring system capacities, the City can ensure that development does not out-pace the long term availability of water.

Policy 1.1 Encourage water conservation practices.

Actions

1.1.1 Require water conservation measures to be incorporated into all new development.

1.1.2 Require demonstration of adequate water and wastewater capacity prior to approval of new development.

1.1.3 Require drought tolerant landscaping in industrial, commercial and residential development.

1.1.4 Cooperate with Moulton Niguel Water District in their water conservation awareness program.

Policy 1.2 Cooperate with Moulton Niguel Water District in analyzing capacity and supply requirements.

Policy 1.3 Coordinate with the Moulton Niguel Water District to make reclaimed water available within the City of Laguna Niguel.

Goal 2 **An effective and efficient drainage and flood control system.**

Intent As urbanization increases in an area, so does the potential for disruption caused by the drainage and flood control system. Urban and suburban development greatly increases runoff by creating hard, impervious surfaces. Increased runoff causes increases in the volume of water during raining periods, and hence the potential for overloading of drainage facilities and flooding. The intent is to reduce the potential for loss of life or property due to flooding.

- Policy 2.1** Regional flood control facilities within the City shall be provided and maintained in accordance with the Orange County Master Plan of Drainage.
- Policy 2.2** Development will be prohibited in the floodway portion of the 100-year flood plain.
- Policy 2.3** Encourage only compatible uses within the 100-year floodplain areas.
- Policy 2.4** Drainage facilities shall be sized to accommodate projected flows and to minimize potential impacts on downstream areas.
-

Goal 3 A solid waste management system that provides for the safe and efficient collection, transportation, recovery and disposal of solid wastes.

Intent The volume of municipal waste produced each year has risen steadily with increasing population and affluence; people able to purchase more goods, ultimately dispose of more materials. There has been a trend towards the use of disposable goods. The growing problem of the lack of available landfill sites compounds the problem of increasing solid waste. The intent is to reduce the solid waste stream through source reduction and recycling.

Policy 3.1 Establish regulations to reduce the solid waste stream.

Action

3.1.1 Implement the City's Source Reduction and Recycling Element.

Policy 3.2 Support clean-up efforts on both private and public properties.

Policy 3.3 Work with the County of Orange in developing strategies and programs to manage solid and hazardous wastes.

Policy 3.4 Support development of a recyclable separation facility in South Orange County.

Goal 4 **A community that is protected from the hazards of fire.**

Intent The potential for loss of property and life as a result of fire increases with urbanization. Maintaining adequate levels of service is essential in order to minimize the occurrence of fire and its effects.

Policy 4.1 Cooperate with the County of Orange to ensure that adequate facilities and fire service personnel are maintained to provide acceptable levels of service.

Actions

4.1.1 Cooperate with the Orange County Fire Department to try to maintain a fire service standard of at least five minute response time by fire engine and ten minutes by paramedic services for 80 percent of the City.

4.1.2 Consider a fee program to offset impacts of development on fire services.

Policy 4.2 Require all buildings located within the City to adhere to fire safety codes.

Policy 4.3 Enforce fire inspection, code compliance, and weed abatement programs.

Policy 4.4 Establish requirements for fire-resistant roofing materials for areas subject to wildland fire hazards.

Goal 5 **A community that is well protected from criminal activity and achieves reduced crime rates.**

Intent Development and resulting increases in population require the addition of sheriff services in the City. Adequate levels of services are necessary to deter and reduce the incidence of crime and maintain the perception of safety in the City.

Policy 5.1 Assure that adequate sheriff service is available in the City.

Action

5.1.1 Consider a fee program to offset impacts of development on sheriff services.

Policy 5.2 Require incorporation of defensible space techniques in building design.

Action

- 5.2.1** Amend the Building Code and incorporate requirements in development project review that ensures maximum visibility, adequate lighting, and security for entrances, pathways and corridors, open space and parking areas.

- Policy 5.3** Work with the community in operating Neighborhood Watch programs that promote mutual assistance and crime prevention activities among residents.
-

- Goal 6** A range of community services and cultural facilities that meet the needs of Laguna Niguel residents and enhances their quality of life.
-

- Intent* A variety of community and cultural facilities serve to enhance and enrich the quality of life of City residents. A permanent civic center provides a source of community pride and can be a central focus of community activities.

- Policy 6.1** Consider establishing a permanent site for a civic center and pursue a combination of funding mechanisms for its construction.

- Policy 6.2** Cooperate with the County of Orange to provide for library facilities and services that are consistent with community needs.

- Policy 6.3** Facilitate development of a senior citizens center.

- Policy 6.4** Encourage the availability of sites for religious institutions and other quasi-public uses in the City.
-

- Goal 7** A quality school system with adequate facilities and funding to educate the youth of Laguna Niguel.
-

- Intent* Additional school facilities and funding are necessary to ensure the high quality of education provided in the City is extended to future residents. The intent is to sustain quality educational services commensurate with the City's family orientation.

- Policy 7.1** Work with the Capistrano Unified School District to ensure adequate educational facilities are provided and maintained.

Action

7.1.1 Incorporate feasible mitigation measures, such as land dedications/reservations, special fee programs and public improvements, in development applications to lessen their impact on the school system.

Policy 7.2 Work cooperatively with Capistrano Unified School District and other cities to plan for future school needs.

Action

7.2.1 Cooperate with the Capistrano Unified School District in updating its School District Master Plans.

Policy 7.3 Collaborate with the school district in achieving joint use of school recreation facilities.

Goal 8 Adequate electrical, natural gas, and telecommunication systems to meet the demand of new and existing development.

Intent

The City should provide for efficient development and the use of modern technologies to minimize energy demand and consumption. This could be accomplished through close coordination with service providers during the development approval process.

Policy 8.1 Encourage development that minimizes net energy use and consumption of natural resources.

Action

8.1.1 Support the use of solar energy to supplement conventional heating systems.

Policy 8.2 Promote public and private telecommunications to reduce motorized trips.

Policy 8.3 Locate utilities to minimize aesthetic impacts on the surrounding area.

Actions

8.3.1 Require undergrounding of new distribution lines.

8.3.2 Pursue the undergrounding of existing overhead distribution lines.

VI. GROWTH MANAGEMENT COMPONENT

The growth management component of the Public Facilities Element focuses on the provision of essential facilities and services. The purpose of this component is to identify level of service standards to be sought for certain public facilities in accommodating the remaining growth potential identified in the Land Use Element.

Facilities/services are listed under two categories: 1) those under the direct responsibility and authority of the City, either directly or through contract arrangements; and 2) those under the responsibility and authority of another unit of government, yet are vitally important to the well being of the City and its citizens.

The facilities and services under direct City responsibility include:

- Police/Sheriff (contracted to Orange County Sheriff's Department)
- Flood Control/Drainage (local)
- Solid Waste (contracted to private company)

The facilities and services currently under other governmental responsibility include:

- Fire protection (Orange County Fire Department)
- Paramedic Emergency Services (Orange County Fire Department)
- Library (County)
- Water Supply (Moulton-Niguel Water District)
- Sanitary Sewer Facilities (Moulton-Niguel Water District)
- Schools (Capistrano Unified School District)
- Flood Control (regional - Orange County Flood Control District)

The differences are significant in terms of the City's ability to control policies, programs and budgets related to these functions. The City has direct control in the first category and therefore exercises direct authority over level of service standards. Where contract services are provided, such as with the Sheriff's Department, the City may address level of service standards through discussions with the contracting agency.

The City may only influence decisions regarding the second category. Thus, the levels of service may or may not be to the City's liking. In those cases, the option would be to find ways of negotiating changes if the City desired different standards.

An additional consideration is the degree of control the City has over placing conditions of approval on proposed development projects regarding public services that are impacted by a project. Again, the City has the ability to impose conditions directly regarding the first category and only indirectly in the second.

The following sections identify Level of Service Standards for the public facilities and services identified above.

CATEGORY ONE - DIRECT CITY RESPONSIBILITY

A. Police/Sheriff

Discussion:

This service is contracted with the Orange County Sheriff's Department. The level of service is considered satisfactory by the City, but cost concerns have caused the Laguna Niguel to join with others in south Orange County to explore a separate district (South County rather than Countywide) for provision of police services.

Some jurisdictions establish police LOS Standards in terms of facility or personnel ratios to the population; others according to response times for various types of calls; and still others by personnel work load measures. The Sheriff's Department uses the latter methodology. The current measure is that: 1) at least 30% of an officer's time must be spent on directed patrol duty; 2) 60 to 70 % is to be spent on responding to calls and associated administrative duties; and 3) new officers are added when 70% of the total workload is exceeded. This measurement does not signify to the community a clear indication of what is actually being provided in the way of service.

The purpose of the LOS Standard regarding police services is twofold: 1) to maintain or improve the current services being provided the City; and 2) to convert the administrative standard now in use to a performance standard which can be more readily understood by Laguna Niguel citizens.

The LOS standard for police services is predicated on a slightly less demanding response time than fire response because of the single station location and an increased percentage of call responses within that time because of the patrol car activity.

Level of Service Standard: 4-6 minute response time for 85 % of the Priority 1 calls.

Source: Laguna Niguel General Plan

Implementing Actions:

1. Monitor and report annually on performance levels achieved, along with recommendations for improvements, if any.

Actions if the Standard is Not Met:

1. Review impediments with the Sheriff's Department to determine the most cost effective remedies.
2. If it is determined that a proposed project cannot be served within the LOS response time, mitigation measures to correct the deficiency must accompany

approval, or approval will be withheld until the deficiency is corrected. Consideration shall be limited to only the development in question to the extent that it contributes significantly to the deficiency.

B. Flood Control/Drainage (Local)

Discussion:

Local flood control channels and conduits connect developed areas with the four regional channels serving Laguna Niguel. There are no known deficiencies in local facilities. Others will be needed as remaining undeveloped areas build out and will be identified as development plans are processed.

Level of Service Standard: All new development shall be provided with 100-year flood protection and new streets shall comply with City Engineering standards.

Implementing Actions:

1. Review development proposals for adequacy of local drainage facilities.
2. Design flood control facilities to provide open space, recreation and habitat value wherever feasible.
3. Distinguish between residential (landscaped channels) and commercial/industrial areas (hardened channels) in facility design.

Actions if the Standard is Not Met:

1. Require project redesign to conform to standards.

C. Solid Waste

Discussion:

The City uses a private contractor for solid waste collection purposes. Disposal is at the County operated Prima Deshecha Landfill site in San Juan Capistrano, a facility currently operating at daily intake levels approximately 25 % below its design limits. The City has adopted its required Source Reduction and Recycling Element (SRRE) pursuant to State law.

Planned growth according to the General Plan is not projected to exceed landfill capacities. This assumes the current 20 year life expectancy of the site, based on a 2% increase in population and 20% diversion of solid waste from the landfill because of source reduction and recycling. Implementation of local SRREs will result in 50% diversion and therefore, the life expectancy of the landfill may be extended. Along

with all jurisdictions in Orange County, cooperative long term solid waste disposal solutions beyond a 20 year time horizon will need to be developed through participation in the County's Integrated Waste Management Plan and subsequent studies.

Level of Service Standard: Implementation of source reduction, recycling, composting and other conservation methods as required by State Law.

Source: Laguna Niguel General Plan

Implementing Actions:

1. Complete implementation of the SRRE according to schedule.
2. Coordinate with the County Integrated Waste Management Department (IWMD) to insure continued landfill capacity, achieve recycling targets and initiate plans for long term capacity development.
3. Pursue with the IWMD the potential and benefits associated with a materials reduction facility (MRF) to serve Laguna Niguel.

Actions if the Standard is Not Met:

1. Review and revise the SRRE as necessary.
2. Establish conditions of approval on development projects if a determination is made that waste reduction targets are not being met and project mitigation measures are required to avoid excessive solid waste generation.

CATEGORY TWO - OTHER JURISDICTIONAL RESPONSIBILITY

A. Fire Protection

Discussion:

The currently adopted LOS Standard is established by the Orange County Fire Department (OCFD) and consists of a 5 minute response time for 80% of the City, with a maximum response time of 7 minutes. That performance is actually being exceeded and a 5 minute response time is being provided for 88% of the City. This compares very favorably with other jurisdictions. This is particularly impressive, given the hilly terrain and indirect access routes typical of a hill and valley community like Laguna Niguel.

It is important to note that response time patterns will vary from year to year because of differences in emergency locations, status of new development and changes in station locations as temporary facilities phase out.

New development is expected to be capable of being served within the adopted response time or to provide mitigation measures acceptable to the City.

Level of Service Standard: 5 minute response time for 80% of the City.

Source: Orange County Fire Department

Implementing Actions:

1. Monitor and report annually on performance levels achieved, along with recommendations for improvements, if any.
2. Conduct fire awareness and prevention educational programs in the City through the OCFD Community Education Program.
3. Provide high priority to response times for employment centers containing unusually flammable materials and potential wild land fire prone areas where fires could spread quickly.
4. Explore and consider special procedures for handling fires in environmentally sensitive areas.
5. Continue to require fuel modification zones as part of development approvals in areas subject to wildfires.

Actions if the Standard is Not Met:

1. Review impediments with the OCFD to determine the most cost effective remedies.
2. If it is determined that a proposed project cannot be served within the LOS response time, mitigation measures to correct the deficiency must accompany approval, or approval will be withheld until the deficiency is corrected. Consideration shall be limited to only the development in question to the extent that it contributes significantly to the deficiency.

B. Paramedic Emergency Services

Discussion:

Paramedic services are also provided by the OCFD. The current Level of Service Standard is a 10 minute response for 80% of the developed areas. The 10 minute response time is currently available for 92% of the City. It is important to be aware that initial emergency medical treatment is provided by the firefighters as they arrive on the scene. Paramedics take over when they arrive. In this way, critical time is not lost in such emergencies as heart attacks or smoke inhalation; treatment begins at once.

Response time patterns will vary from year to year because of differences in emergency locations, status of new development and changes in station locations as temporary Fire Department facilities phase out.

New development is expected to be capable of being served within the adopted response time or provide mitigation measures acceptable to the City.

Level of Service Standard: 10 minute response time for 80% of the City.

Source: Orange County Fire Department

Implementing Actions:

1. Monitor and report annually on performance levels achieved, along with recommendations for improvements, if any.

Actions if the Standard is Not Met:

1. Review impediments with the OCFD to determine the most cost effective remedies including, but not limited to, additional facilities.
2. If it is determined that a proposed project cannot be served within the LOS response time, mitigation measures to correct the deficiency must accompany approval, or approval will be withheld until the deficiency is corrected. Consideration shall be limited to only the development in question to the extent that it contributes significantly to the deficiency.

C. Library

One library operated by the County is located within the City and two nearby libraries are in adjacent cities (Mission Viejo and Dana Point). The Level of Service Standard of .2 square feet of library space per capita is used throughout the County system, which serves 21 cities and several unincorporated communities within Orange County.

1. Introduction

1.1. Overview

The purpose of this document is to provide a detailed overview of the project's objectives, scope, and deliverables. This document is intended for the project team and stakeholders. It is a living document and will be updated as the project progresses. The document is organized into several sections, including an overview, project goals, scope, deliverables, and a conclusion.

The project is a complex one, and it is important to have a clear understanding of the project's objectives and scope. This document provides a high-level overview of the project and its goals. It also provides a detailed description of the project's scope and deliverables.

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1.3. Conclusion

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Ideally, libraries would be dispersed geographically so as to be relatively convenient to all portions of the City. The Dana-Niguel Branch serves the southerly portion of Laguna Niguel well; the Crown Valley Branch serves the central portion of the City well. The Mission Viejo Branch, though less convenient, could provide service to the most northerly residents in the City. The Crown Valley Branch library currently receives a great deal of use and the demand for services has prompted a request to the County Board of Supervisors to approve funding for an additional 5,000 sq. ft. of space at that branch.

Service levels will need to be coordinated through the County Library system. The aggregate of all three sites, considering the proportion of service they provide to Laguna Niguel residents, must be considered and assessed to determine total Level of Service. This will entail coordination as well with the two adjacent cities, particularly Dana Point.

Level of Service Standard: .2 square feet of library space per capita.

Source: Orange County Library System

Implementation Actions:

1. Coordinate library needs with the Orange County Library system and the Cities of Dana Point and Mission Viejo.
2. Seek ways to improve library access to residents in the northerly portions Laguna Niguel.

Actions if the Level of Service Standard is Not Met:

1. Develop an action plan with the Orange County Library system to maintain a desired LOS Standard.

D. Water Supply

Discussion:

City water is supplied by the Moulton Niguel Water District and the South Coast Water District. The Districts also serve portions of adjacent communities as well. The Districts are well positioned to supply Laguna Niguel with water, however conservation programs and reclamation are necessities are in Southern California.

If the MNWD obtains an additional 25 cubic feet per second (cfs) for a total of 100 cfs from which to supply the City and other District customers it is probable that there will be adequate water to serve development under the General Plan. Nevertheless, a careful phasing of development and water supply will be necessary in order to assure service to future water users.

The first step in the process of creating a business plan is to conduct a market research. This involves gathering information about the industry, the target market, and the competition. The next step is to develop a business model, which is a plan for how the business will generate revenue. This includes identifying the products or services to be sold, the pricing strategy, and the distribution channels. The third step is to create a financial plan, which outlines the expected costs and revenues of the business. This includes a budget, a cash flow statement, and a break-even analysis. The final step is to write a business plan, which is a document that describes the business and its financial projections. This plan is used to attract investors and to guide the business's operations.

The business plan is a document that describes the business and its financial projections. It is used to attract investors and to guide the business's operations. The plan should include information about the business's mission, vision, and values. It should also include information about the business's products or services, its target market, and its competition. The financial plan should include a budget, a cash flow statement, and a break-even analysis. The business plan should be updated regularly as the business grows and changes.

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Level of Service Standard: Cooperate with water districts to provide sufficient water supplies to meet projected demand and encourage conservation and the use of reclaimed water.

Source: Laguna Niguel General Plan

Implementing Actions:

1. Incorporate water supply into a comprehensive development mitigation, phasing and monitoring program similar to, but separate from, the program associated with the Growth Management Element.

Actions if the Level of Service Standard is Not Met:

1. If it is determined that a proposed project cannot be properly served with water (inability to obtain a will-serve letter), mitigation measures to correct the deficiency must accompany approval, or approval will be withheld until the deficiency is corrected.

E. Sanitary Sewer Facilities

Discussion:

Facilities to handle wastewater are supplied by the Moulton Niguel Water District and the South Coast Water District, serving approximately 95% and 5% of the City respectively. Two types of capacity constraints may be encountered: 1) inadequate treatment capacity and 2) inadequate line capacity.

While there is every indication that both can be readily provided to accommodate build-out of the General Plan, it will be necessary to monitor and work with the Districts to take corrective action if future deficiencies are identified.

Line capacity standards are established by the Districts according to line size to insure that flow capacity is maintained.

Level of Service Standards:

1. Sufficient treatment capacity to serve Laguna Niguel and other system users
2. Line capacities meeting District standards

Source: Water districts and Laguna Niguel General Plan

Implementing Actions:

1. Incorporate sanitary sewer facilities for wastewater transfer and treatment into a comprehensive development mitigation, phasing and monitoring program similar to, but separate from the program associated with the Growth Management Element.

Actions if the Level of Service Standard is Not Met:

1. If it is determined that a proposed project cannot be properly served by sanitary sewer facilities, mitigation measures to correct the deficiency must accompany approval, or approval will be withheld until the deficiency is corrected.

F. Schools**Discussion:**

The City of Laguna Niguel shares an unusually large and growing school district, Capistrano Unified, with several other cities. The District continues to be impacted heavily by growth within its service boundaries. Achieving an adequate supply of schools and classrooms to keep pace with development is a constant challenge in high growth areas.

Currently, authorized development fees under state legislation are inadequate to fund needed schools throughout the state. School districts and local jurisdictions resort to a variety of methods to augment development fees, some of which entail additional exactions on development projects by means of EIR mitigation requirements. Legal actions have resulted from some of these efforts.

One of the most important considerations regarding school planning for Laguna Niguel is the fact that it shares the school district with other local governments. In effect, school planning and development is a sub-regional problem similar in scale to some of the circulation issues confronting south Orange County. Accordingly, this LOS Standard is a recognition of the Capistrano School District's policy and a commitment to work with the District, other south County local governments, and the development industry in finding mutually workable approaches to the problem.

Level of Service Standard: Encourage the Capistrano Unified School District to provide the highest level of education at the lowest student to teacher ratio possible.

Source: Capistrano Unified School District

Implementing Actions:

1. Initiate a cooperative planning program with the Capistrano Unified School District and the cities it serves to identify and undertake measures which can most cost effectively provide necessary school facilities as development occurs.

Actions If the Level of Service Standards are Not Met:

1. Cooperate with the Capistrano School District to establish phasing and funding mitigation conditions for residential development projects which will provide prorata support for needed school facilities.

Chapter Six
NOISE

General Plan for the City of Laguna Niguel
Chapter 6 - Noise

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General Plan for the City of Laguna Niguel

Chapter 6 - Noise

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NOISE

I. INTRODUCTION

Noise has long been an accepted part of modern civilization and the urbanization process. The general background level of noise, however, seems to be rising as modern transportation systems develop and human dependence upon machines rises. As society becomes highly mobile and mechanization continues to increase, so does the need for a better understanding of the effects of noise exposure in the environment.

The planning process has not traditionally been concerned with noise. In many instances, noise problems were identified only after the noise sources were allowed to establish in a community. It is now evident that these situations could have been avoided by considering noise generators and noise sensitive receptors as part of the comprehensive planning process.

II. CONSISTENCY WITH STATE PLANNING LAW

The Noise Element of the General Plan is a mandatory component pursuant to State law (California Planning and Zoning Law, Section 65302(f)). It must recognize the guidelines adopted by the California Office of Noise Control pursuant to Section 46050.1 of the Health and Safety Code. More importantly, the Noise Element should provide a systematic approach to: (1) the measurement and modeling of noise; (2) the establishment of noise standards; (3) the control of major noise sources; and (4) community planning for the regulation of noise. It is a guide used to identify and mitigate noise problems. The Noise Element establishes uniformity between City policy and programs undertaken to control and abate environmental noise. It also serves as a guideline for compliance with the State's noise insulation standards.

The Government Code and Office of Noise Control require that certain major noise sources and areas containing noise sensitive land uses be identified and quantified by preparing generalized noise exposure contours for current and projected levels of activity within the Community. Contours may be prepared in terms of either the Community Noise Equivalent (CNEL) or the Day-Night Average Level (Ldn) which are both descriptors of total noise exposure at a given location for an annual average day.

It is intended that the noise exposure information developed for the Noise Element be incorporated into the General Plan to serve as a basis for achieving land use compatibility with respect to noise through the long range planning and project review processes. It is also intended that noise exposure information be used to provide baseline information and noise source identification for use in formulating modifications to and enforcement of the local noise control ordinance.

III. RELATED PLANS AND PROGRAMS

There are a number of plans and programs related to the regulation of noise in Laguna Niguel. These programs are implemented at the federal, state and local levels of government.

At the federal level, three agencies have an effect on Laguna Niguel's noise environment. They are the Environmental Protection Agency (EPA), the Department of Defense and the Department of Transportation. In addition, the Department of Housing and Urban Development and the Federal Housing Administration establish standards for projects which receive their financial support.

The EPA has historically been a leader in national noise abatement efforts. They have been assisting other federal agencies, states, and local jurisdictions in the development of noise abatement programs.

The Department of Defense (DOD) operates two facilities in Orange County: the Marine Corps Air Station (MCAS) at El Toro and the one at Tustin. These bases, especially MCAS El Toro, have a significant noise impact on Laguna Niguel. In order to preserve the air station's mission as well as to protect surrounding communities, the Department of Defense established the Air Installations Compatible Use Zones (AICUZ) Program. The purpose of the AICUZ is to ensure compatible development in high-noise exposure areas, minimize public exposure to potential safety hazards associated with aircraft operations, and to protect the operational capability of the air installation. The Navy prepares a recommended AICUZ for each of its Naval or Marine Corps installations and submits its recommendations on zoning and land use to the local government for consideration. Presently, the 1981 AICUZ Study is implemented in Orange County. The 1981 AICUZ Study is expected to be updated in 1993.

The Department of Transportation is involved in noise setting standards and safety regulations for civil aviation, railroads, transit facilities and vehicles, and those freeways in the Interstate System. Other agencies under the Department of Transportation involved with the regulation of transportation related noise include: the Federal Aviation Administration, the Federal Railway Administration, the Urban Mass Transportation Administration and the Federal Highway Administration.

The State of California is responsible for establishing regulations for noise control where not preempted by the federal government. The State regulates noise emissions from motor vehicles, freeways and arterial roadways as it affects classrooms, and has set noise insulation standards for residential dwellings, hotels and motels. The State also has established noise impact boundaries around airports, and set noise planning standards for land use compatibility.

Local jurisdictions share responsibility of maintaining the health and welfare of their residents. This responsibility is largely implemented through land use planning and control. Since Laguna Niguel was primarily developed under the jurisdiction of the County of Orange, the County Noise Element, Land Use/Noise Compatibility Manual and the Noise Ordinance were used to determine land use compatibility with regards to noise sources. The City of Laguna Niguel has adopted its own Noise Ordinance to control local sources of noise. The Ordinance is largely based on the County Noise Ordinance.

IV. LAND USE COMPATIBILITY

The State Office of Noise Control has developed a Noise/Land Use Compatibility Matrix showing noise standards for various land use categories. The compatibility matrix is intended to provide guidelines for the development of municipal noise elements. Depending on the ambient environment of a particular community, these basic guidelines may be tailored to reflect existing noise and land use characteristics. The Noise Compatibility Matrix defines noise in terms of a community noise equivalent level (CNEL) expressed in decibel units (dB or dBA) that measure sound intensity. The CNEL measurement accounts for various noise levels which occur over a 24-hour period. Noise levels occurring during evening and nighttime hours are weighted more heavily than daytime noise in recognition of increased sensitivity to sound during these hours. A complete glossary of technical terms used in this Element is provided in Appendix A.

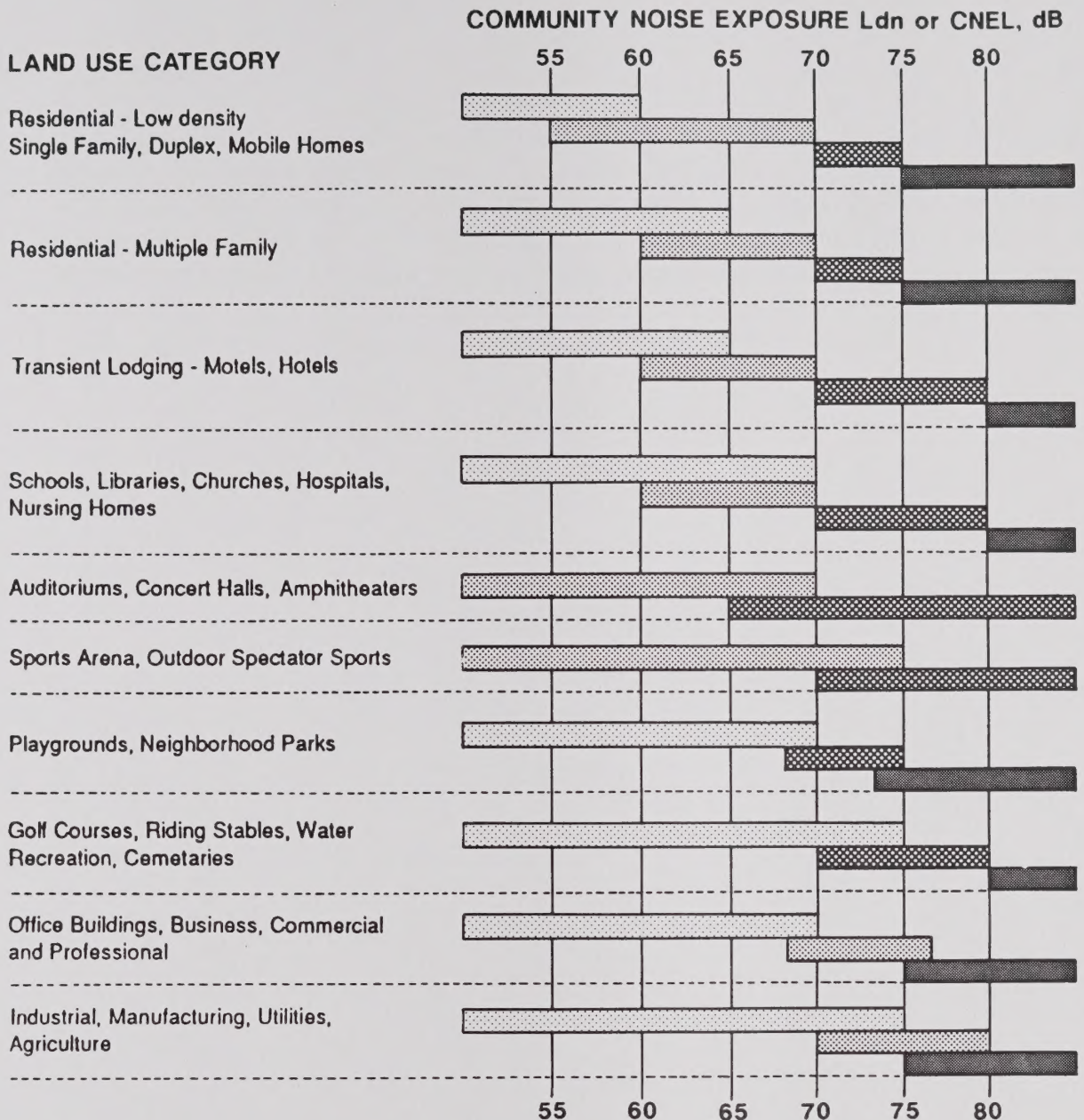
The Land Use Compatibility shown on Figure N-1 reflects the compatibility and the acceptable limits of noise for various existing and proposed land uses in Laguna Niguel. The matrix will be used as a guideline by the City to determine the compatibility of land uses within a certain noise environment. Standards for both sensitive and non-sensitive land uses are provided.

Land uses deemed noise sensitive by the State include schools, hospitals, rest homes, long-term care and mental care facilities. Many jurisdictions consider residential uses particularly noise sensitive because families and individuals expect to use time in the home for rest and relaxation, and noise can interfere with those activities. Some variability in standards for noise sensitivity may apply to different densities of residential development, and single family uses are frequently considered the most sensitive. Jurisdictions may identify other uses as noise sensitive such as churches, libraries, day care centers, hospitals, and parks.

A. Noise Insulation Standards

California noise insulation standards were officially adopted by the California Commission of Housing and Community Development in 1974 and became effective on August 22, 1974. On November 14, 1988, the Building Standards Commission approved revisions to these standards (Title 24, Part 2, California Code of Regulations). The ruling states that "Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either Ldn or CNEL, consistent with the noise element of the local general plan." Additionally, the commission specifies that residential buildings or structures to be located within exterior CNEL (or Ldn) contours of 60 dB or greater of an existing or adopted freeway, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source shall require an acoustical analysis showing that the building has been designed to limit intruding noise to an interior CNEL (or Ldn) of 45 dB.

Land Use Compatibility for Community Noise Exposure



LEGEND



Normally Acceptable

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



Conditionally Acceptable

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Outdoor environment will seem noisy.



Normally Unacceptable

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design. Outdoor areas must be shielded.



Clearly Unacceptable

New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

SOURCE: CALIFORNIA OFFICE OF NOISE CONTROL

V. EXISTING NOISE ENVIRONMENT

A. Ambient Noise Measurements

As prerequisite to an effective noise control program, a community must be cognizant of the location and extent of local noise problems: namely major noise source locations, noise sensitive receptor locations and current levels of exposure. These data can then be utilized to focus noise control and abatement efforts where they are most needed. In some cases, the control of noise sources will be beyond the City's jurisdiction. However, by recognizing these limitations, more effective land use strategies can be developed.

Ten to fifteen minute noise measurements were taken during a typical week day at sixteen locations throughout the City of Laguna Niguel. Criteria for site selection included geographical distribution, land uses suspected of noisy activities, proximity to transportation facilities and sensitive receptor locations. Sites were chosen at worst-case noise locations throughout the City. The primary purpose of noise monitoring was to determine an existing profile for the study area that could be used for estimating the level of current and future noise impact.

Measurements represent motor vehicle noise emanating from Interstate 5, the local master planned roadway network and aircraft associated with MCAS El Toro. Sensitive receptor locations monitored include: single family and multi-family residential units, existing and proposed school sites, proposed senior center site, a childcare center, and the library. Noise levels were monitored during the peak traffic hour to represent maximum noise levels, or during off-peak conditions and then modified to reflect peak traffic conditions.

Table N-1 provides noise measurement data and site descriptions for the sixteen monitoring locations. As shown therein, noise levels exceeded the 60 dBA criteria (established for locating sensitive land uses) in all but three locations. Noise levels exceeded the 65 dBA criteria (for prohibiting residential development without adequate mitigation) at five of the sixteen locations. Four of these locations are noise sensitive receptors.

**Table N-1
Ambient Noise Levels**

Location	Measured Leq	Adjusted Leq	Day	Time	Land Use ¹	Description
1	75.4	75.4	11/6	4:30 p.m.	COM/ IND	Laguna Plaza between Camino Capistrano and Interstate 5
2	65.4	64.7	11/5	4:30 p.m.	SC	Proposed senior center site at the corner of Moulton Parkway and Aliso Creek
3	66.0	65.8	11/5	4:05 p.m.	S	Proposed school site at the corner of Niguel Heights and Aliso Creek
4	67.3	67.3	11/6	4:10 p.m.	SFD	Single-family residence at the corner of Caballo and Paseo de Colinas
5	61.9	62.3	11/6	6:20 p.m.	SFD	Single-family residence at the corner of Highlands and Ridgeview
6	64.2	64.2	11/6	5:30 p.m.	SFD	Single-family residence on Paseo De Ocasá adjacent to Golden Lantern
7	60.4	60.4	11/6	5:00 p.m.	SFD	Single-family residence at the corner of Golden Lantern and Via Pasada
8	60.5	60.6	11/5	3:25 p.m.	S	Classroom building of Niguel Hills Middle School along Paseo de Colinas
9	68.0	68.0	11/5	5:15 p.m.	CC	Fenced playground of childcare center at the corner of La Plata and Crown Valley.
10	61.0	61.0	11/6	6:00 p.m.	OS	Crown Valley Community Park playing field adjacent to Crown Valley Parkway
11	67.4	67.5	10/30	4:30 p.m.	LIB	Crown Valley Library at 6 feet above grade
12	59.8	59.7	10/30	4:50 p.m.	SFD	Single-family residence at corner of Niguel & Paseo del Campo
13	61.8	61.8	10/30	5:05 p.m.	MFD	Multi-family residence on Chandon near corner of Marina Hills and St. Germain
14	59.2	59.2	10/30	4:10 p.m.	SFD	Single-family residence at corner of Pacific Island Drive & Talavera
15	55.9	55.9	10/30	5:25 p.m.	SFD	Single-family residence at corner of Ponders End and Beacon Hill
16	60.9	60.9	10/30	3:00 p.m.	S	Proposed school site at corner of Bear Brand and Camino del Avion
1	COM - Commercial	SFD - Single Family Dwelling	S - School			
	IND - Industrial	MFD - Multiple Family Dwelling				
	OS - Open Space	CC - Child Care Facility				
	LIB - Library	SC - Senior Center				

Noise Measurements were recorded at eight residential sites. Noise levels exceeded 60 dBA at five of these sites. The highest noise measurement recorded at a residential site was 67.3 dBA.

In addition, 24-hour noise measurements were taken at four single family residences along Golden Lantern to develop improved baseline noise data for that area. Table N-2 provides noise measurement data for those four locations.

**Table N-2
24-Hour Noise Measurements**

Location	CNEL	Day	Land Use	Description
1	65.8	6/2-6/3	SFD	Golden Lantern between Crown Valley Parkway and Colinas
2	67.7	6/2-6/3	SFD	Golden Lantern between Colinas and Via de Anza
3	63.7	6/3-6/4	SFD	Golden Lantern between Crown Valley Parkway and Colinas
4	67.3	6/3-6/4	SFD	Golden Lantern between Crown Valley Parkway and Colinas

SFD = Single Family Dwelling

B. Significant Noise Sources

Two types of noise sources are considered in a community noise inventory: stationary sources and mobile sources. Stationary sources of noise include industrial and construction activities, farming equipment operations, shooting ranges, boating areas, air conditioning/refrigeration units, drag strips, concert halls, loud whistles or bells, outdoor sporting events, loud radio, stereo or television usage, power tools, lawn mowers, home appliances and barking dogs. Mobile noise sources are typically transportation-related and include aircraft, trains, boats, automobiles, trucks, buses, motorcycles, and off-road vehicles.

There are a limited amount of stationary noise sources in Laguna Niguel. Most of the City's noisy industrial uses are located in the northeastern end of the City, away from residential uses. The most frequent stationary source of noise would be associated with construction activity. However, construction related noise is typically localized and temporary. Most of stationary sources of noise in the City are not considered a problem and are typically accepted as part of the ambient or background noise level.

Motor vehicles in the City are the dominant source of continuous noise. Interstate 5, Crown Valley Parkway, Paseo de Colinas and Moulton Parkway/Golden Lantern carry appreciable volumes of commuter traffic. Land uses adjacent to these and other master planned roadways are potentially impacted by motor vehicle noise.

Other transportation facilities in the City that contribute to community noise levels include the Atchison Topeka and Santa Fe Railroad line and the United Marine Corps Air Station El Toro. The various sources of existing transportation noise generators are discussed separately in the following sections.

Roadways and Motor Vehicles

The City of Laguna Niguel is bisected by a number of arterial roadways. Interstate 5, the largest transportation corridor in the area, is located along the northeastern edge of the City. The major and primary north-south roadways in Laguna Niguel are Alicia Parkway, La Paz Road, Moulton Parkway/Golden Lantern, Niguel Road and Crown Valley Parkway. The

primary east-west roadways are; Paseo de Colinas, Marina Hills Drive, Camino del Avion and Aliso Creek Road.

The highway traffic noise prediction model developed by the Federal Highway Administration (RD-77-108) was used to evaluate existing noise conditions in Laguna Niguel. This model utilizes various parameters including the traffic volume, vehicle mix and speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening and nighttime hours. The resultant noise levels are then weighted and summed over 24 hourly periods to determine the daily Ldn value. Noise contours are derived through a series of computerized iterations to provide the 60, 65, and 70 CNEL locations. These contour locations can be used as a planning tool to locate noise sensitive receptors away from major noise generators. Figure N-2 depicts the existing CNEL contours. The 60 and 65 CNEL contours extend farthest from the roadway centerline along Crown Valley Parkway, and Moulton Parkway/Golden Lantern due to higher traffic volumes. Residential uses along these roadways have outdoor living areas that may be impacted with noise levels between 60 and 65 dBA CNEL. Projected increases in traffic along these roadways will extend the 60 and 65 CNEL further into these residential areas. Table N-3 reflects the CNEL range at 100 feet from the centerline for major roadways in the City.

Table N-3
Existing CNEL Range at 100 Feet from Centerline

Roadways	CNEL Range
Pacific Island Drive	58.2 - 61.8
Highlands	53.9 - 54.3
Alicia Parkway	62.5 - 63.0
Niguel Road	57.9 - 65.4
La Paz Road	61.8 - 66.5
Golden Lantern	66.2 - 67.9
Moulton Parkway	65.4 - 66.0
Paseo de Colinas	57.9 - 65.0
Pacific Park	50.8 - 61.2
Aliso Creek	60.7 - 65.0
Rancho Niguel	55.2 - 61.2
Crown Valley Parkway	65.8 - 68.5
Marina Hills	62.2 - 62.6
Camino del Avion	61.3 - 64.5
Cabot Road	49.5 - 61.8

Airport and Aircraft

MCAS El Toro is currently one of the largest Marine air station facilities in the western United States. The Air Station is located within Orange County, approximately 7 miles from the City of Laguna Niguel. Both fixed-wing aircraft and helicopters are flown at El Toro. However, as a noise source, fixed-wing jets are the greatest contributor of aircraft noise in the City. Table N-4 summarizes the total annual jet operations by aircraft type.

Existing Roadway Noise Contours



Table N-4
Projected MCAS El Toro Annual Jet Operations
by Aircraft Type

Aircraft	Departures	Arrivals	Patterns ¹	Totals
F-18	20,068	20,068	21,790	61,926
Heavy Jet	385	385	0	770
Other Jet	839	839	813	2,491
1. Patterns include overhead break, Field Carrier Landing Practice, and touch-and-go. One ground loop is counted as one pattern.				

The F-18 is the dominant aircraft type at MCAS El Toro, both in terms of numbers of operations and noise produced. Runways 07L/R and 34R are the runways used over 90 percent of the time by F-18's for departures and arrivals, respectively. As shown in Figure N-3, these arrival and departure flight paths are located directly over Laguna Niguel. Some of the flight paths used by other MCAS aircraft also overfly Laguna Niguel.

Three patterns were used for noise contour modelling: Touch and Go's, Field Carrier Landing Practice (FCLP)--daytime, and FCLP--night. Each pattern consists of a short, 300 foot ground roll, use of military power to climb to pattern altitude, power cut back and turn to downwind, and a descending turn to final. Each pattern has a different pattern altitude from mean sea level (MSL):

Touch and Go	1,500 feet MSL
FCLP--Daytime	900 feet MSL
FCLP--Nighttime	1,200 feet MSL

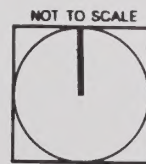
Figure N-4 depicts the 1981 AICUZ Noise Contours from MCAS El Toro. This figure indicates that the 60 dB CNEL extends through the northwestern part of the City parallel with the arrival of flight tracts. Several residential uses located in this area are subject to overhead aircraft noise. However, most of the residential uses have been provided with mitigation to achieve the required indoor noise standard of 45 dB CNEL. The 65 dB CNEL is located outside the City.

Figure N-4 does not reflect any noise contours along the departure flight tracts that extend through the southwestern portion of the City. The aircraft is flying at a height of at least 9,000 feet along the departure tract. At this height the noise that can be heard from the aircraft is minimal.

Railroad and Trains

One rail line runs through the City of Laguna Niguel, paralleling the Interstate 5 Freeway. The Atchison Topeka and Santa Fe (AT & SF) line passes through the eastern edge of the City on its path from Los Angeles to San Diego, carrying both freight and passenger trains. The freight train carries cargo from Fullerton. The San Diego run passenger train is AMTRAK which supports the local commuter network, stopping in Anaheim, Santa Ana, Irvine, San Juan Capistrano, San Clemente, and Oceanside. Table N-5 provides a breakdown of the rail operations that occur along these two lines.

MCAS El Toro Flight Tracks



MCAS El Toro Projected Noise Contours

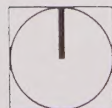


Table N-5
Railroad Operational Data
(1991 Operations)

Railway Segment	No. of Trains/Day	Train Length (Feet)	Distribution Day/Evening/Night	Speed
AT&SF Freight	2	5,500	50%/50%/0%	55 mph
AMTRAK	14	620	71%/14%/14%	90 mph

The noise exposure contours along the railway tracks were interpreted with the Wyle Laboratories train noise methodology model. The contours were determined from the number and type of trains using the line, the magnitude and duration of each train pass, and the time of day the operation occurs. The noise contours at 100, 200, 400 and 800 feet from each of these railway lines is reflected in Table N-6.

Table N-6
Train Noise Contours

Railway Line	Noise Level (Ldn) at			
	100 feet	200 feet	400 feet	800 feet
AT&SF Freight	63.3	59.3	54.3	49.3
AMTRAK	65.4	61.4	56.4	51.4

As shown in Table N-6, the AMTRAK trains create the largest noise contours of the two trains operating in the City. However, the closest noise-sensitive land use in the area is located approximately 400 feet west of the railroad line. At this distance the CNEL would be less than 57 dB CNEL. Thus, no significant noise impacts to sensitive land uses are projected to occur from train operations.

VI. SENSITIVE RECEPTORS

The City of Laguna Niguel has a number of noise sensitive land uses. These uses include: residential areas, school sites, child care areas, library, parks and a senior center site. Figure N-5 depicts the locations of schools and other sensitive noise receptors that are located within areas that are affected with noise levels of at least 60 dB CNEL.

Many of the residential uses in Laguna Niguel are within neighborhood enclaves. These areas are typically located away from major transportation corridors. However, there are residential areas that have rear and front yards adjacent to arterial roadways. Some of these areas are impacted with traffic noise that is in excess of City standards.

There are five existing and six proposed school sites in Laguna Niguel. The majority of the school sites are located or planned along major arterials and are, therefore, impacted by traffic noise.

Four public park sites, Crown Valley Community Park, Hidden Hills Park, Marina Hills Park and Rancho Niguel Park are located along major arterials. These park sites are impacted by noise levels in excess of 65 dB CNEL. The remaining park sites in the City are situated along secondary or collector roadways. These areas are not subject to high levels of traffic-related noise.

Other noise sensitive land uses located along major transportation corridors include proposed senior center site at the corner of Moulton Parkway and Aliso Creek Road, and a childcare center and Crown Valley Library on Crown Valley Parkway. Portions of both of these sites are above 65 dB CNEL.

The planned alignments of the San Joaquin Hills Transportation Corridor and Moulton Parkway will be future sources of traffic noise. Both of these transportation facilities will affect noise-sensitive land uses within the immediate vicinity. The implementation of site specific sound attenuation measures would ensure that these transportation facilities do not exceed the exterior and interior noise standards for nearby residential uses. Laguna Niguel should coordinate closely with the County of Orange to ensure that the San Joaquin Hills Transportation Corridor and Moulton Parkway are in compliance with City noise standards. Additional information regarding the San Joaquin Hills Corridor and Moulton Parkway is presented on pages 22 and 23 of this Element.

Overhead aircraft flights from El Toro are expected to occur in the future and may change with the operational mission of the air base. Noise-sensitive land uses in the City will continue to be affected by aircraft operations.

Sensitive Receptors Map

- ▲ School
- Park



VII. FUTURE NOISE ENVIRONMENT

The major source of future noise will come from automobiles and trucks traveling on existing and proposed roadways and transportation corridors in the City. Other future sources of noise include overhead aircraft from MCAS El Toro and from rail traffic on the AT&SF Railroad. Future sources of noise should be considered during the planning process.

A. Major Roadways

Future unattenuated noise levels along roadways are shown in Figure N-6. Noise levels are mapped using contour lines indicating a specific noise level that there is no shielding from existing barriers or topography from traffic noise is assumed.

As shown on Table N-7, most of the roadways in Laguna Niguel are projected to have noise levels that are below 65 CNEL at 100 feet from the centerline. However, segments of Alicia Parkway, Niguel Road, La Paz Road, Golden Lantern, Moulton Parkway, Pacific Park Drive, Aliso Creek, Crown Valley Parkway, Marina Hills Drive, Paseo de Colinas, Cabot Road and Greenfield Drive would all experience noise levels of 65 CNEL at 100 feet from the centerline. Compared to existing CNELs, most of the roadways will experience less than a 3 dBA increase over existing noise levels, the level that is discernable by adjacent receptors. Roadways with the largest decibel increase include portions of Pacific Island Drive, Highlands Avenue, Moulton Parkway, Golden Lantern, Pacific Park Drive, Avila Road, Aliso Creek Road, and Camino del Avion. The increases associated with these roadways are primarily related to the amount of new development occurring in the area. Traffic noise along the roadways could be mitigated to adequate levels with a combination of landscaped barriers, sound walls and architectural sound attenuation measures.

Figure N-6 depicts the projected CNEL contours for major roadways in Laguna Niguel. The 65 CNEL contour extends furthest into adjacent land uses along Moulton Parkway, Golden Lantern and Crown Valley Parkway. This results from relatively high daily traffic volumes and high vehicle speeds along these roadways.

Along Moulton Parkway, the 65 CNEL extends between 165 feet and 190 feet from the centerline. However, landscaped barriers and sound attenuation walls are generally present to help mitigate traffic noise levels. In some areas, existing noise attenuation features would not adequately reduce future noise levels. Portions of the large undeveloped County Village Parcel located on the east side of Moulton Parkway between Aliso Creek road and Pacific Park Drive could be impacted by noise levels of 65 dBA or greater. Site specific acoustical studies and sound attenuation measures should be incorporated into the planning process for this area to ensure that adequate noise levels are achieved.

Future Roadway Noise Contours



**Table N-7
Future CNEL Range at 100 Feet from Centerline**

Roadways	CNEL Range
Pacific Island Drive	59.2 - 62.2
Highlands	53.9 - 58.0
Alicia Parkway	64.2 - 65.6
Niguel Road	56.9 - 66.4
La Paz Road	64.0 - 68.3
Street of the Golden Lantern	68.7 - 70.0
Moulton Parkway	68.3 - 68.8
Pacific Park Drive	68.5 - 69.0
Aliso Creek	64.0 - 66.0
Rancho Niguel	57.0 - 66.0
Crown Valley Parkway	67.1 - 69.6
Marina Hills Drive	63.7 - 66.7
Camino del Avion	64.4 - 66.4
Paseo de Colinas	59.0 - 65.6
Cabot Road	63.7 - 65.2

The 65 CNEL extends along Golden Lantern between 180 feet and 215 feet from the centerline. There are many residential uses along Golden Lantern that could be affected by traffic noise. Landscaped barriers and sound attenuation walls should help mitigate traffic noise; however, without site specific studies that consider existing noise barriers and local topography, it is not possible to accurately project the future noise environment of residential uses. Many of the outdoor living areas of residences that are adjacent to the roadway are affected by noise levels above 65 CNEL and those noise levels are projected to increase.

The 65 CNEL extends between 140 feet and 200 feet from the centerline of Crown Valley Parkway. However, most of the residential uses are sufficiently setback to mitigate noise levels to acceptable levels. In conjunction with the setbacks, sound attenuation measures have been incorporated into the construction of many residential uses.

Laguna Niguel has little control of transportation noise at the source. State and federal agencies have the responsibility to control vehicle emission noise levels. The most effective method the City has to mitigate traffic noise is through effective site planning and the construction of noise barriers. Proposed development should consider future traffic noise during the planning process. Mitigation measures should be incorporated into development projects, when necessary, to ensure that adequate noise levels are achieved.

B. Moulton Parkway/Street of the Golden Lantern

The proposed improvements would consist of six lanes through most of Laguna Niguel. Additional right-of-way may be needed to accommodate the construction of the six lanes. Almost the entire length of the street in the City will extend through residential areas. Further information regarding the alignment of the street is presented in the Circulation Element.

The future traffic volumes projected along Moulton Parkway/Golden Lantern indicate that several existing and future residential uses could be impacted by noise levels above 65 CNEL. The improvements to Moulton Parkway and Golden Lantern would result in greater traffic volumes at higher speeds with a related increase in noise levels. Many of the noise impacts associated with the improvements could potentially be mitigated through the construction of noise barriers at the top of slopes (rather than adjacent to the roadways) and the incorporation of architectural sound attenuation measures into existing residences. Laguna Niguel will closely coordinate with the County of Orange on the planning and environmental documentation for the Moulton Parkway/Street of the Golden Lantern improvements to ensure that adequate noise attenuation is provided for residents in the area.

C. San Joaquin Hills Transportation Corridor

The San Joaquin Hills Transportation Corridor (Corridor) is a future 19 mile multi-modal transportation corridor that will extend from the City of Newport Beach to the City of San Juan Capistrano connecting Interstate 5 to the existing State Route 73 freeway. Approximately 5.5 miles of the Corridor is located within or adjacent to Laguna Niguel. The Corridor will primarily extend through areas within the City that contain non-sensitive land uses. However, a few residential areas will be close to the Corridor.

The Corridor consists of three to five general purpose travel lanes in each direction (depending on the reach of the Corridor). One auxiliary lane in each direction for traffic merging on and off. The corridor alignment will include steep grades where required. A 64-foot median is provided to accommodate one high occupancy vehicle lane in each direction. There are three interchanges proposed just north of the City's boundary. The first interchange is planned on Moulton Parkway near Pacific Park Drive, the second interchange is on La Paz Road north of Pacific Park Drive, and the final interchange is located at Greenfield Drive near Crown Valley Parkway. A more detailed description and cross-section view of the corridor is provided in the Laguna Niguel Circulation Element.

The San Joaquin Hills Transportation Corridor EIR/EIS recorded post-2010 noise levels at eight different locations in Laguna Niguel. Existing noise measurements were taken at locations adjacent to or within the immediate vicinity of the corridor. The analysis indicates that of the eight locations measured, seven would be impacted from noise in excess of 67 dBA Leq. The Federal Department of Transportation and the California Department of Transportation (CALTRANS) both use 67 Leq as the maximum allowable noise level for residential uses. This standard closely corresponds to the County of

Orange's residential standard of 65 dB CNEL. The EIR/EIS requires that a series of barriers ranging from 8 to 16 feet be provided to mitigate noise impacts to acceptable levels.

Figure N-7 identifies the locations within and adjacent to the City, where noise measurements were recorded and where noise barriers are proposed. Table N-8 indicates the projected noise levels before mitigation, the recommended noise barrier heights and the projected noise levels after mitigation. The precise location and description of each mitigation measure is provided in the San Joaquin Hills Transportation Corridor Environmental Impact Report.

Table N-8 indicates that all of the residential sites, except for Site 5, can be mitigated to 67 dBA Leq. Site 5 is situated within in a predominantly single family residential area. Eight houses in the area would be impacted with noise in excess of 67 dBA Leq. An eighteen foot barrier would be needed to break the line of sight of the corridor. The height of this barrier is not feasible, and it would still not provide sufficient mitigation. The EIR/EIS requires that a barrier be provided at the property line.

The height of the barrier is to be determined during the preliminary design of the corridor, subject to approval of the property owners.

No mitigation is proposed at Site 2. This site is flood control property and designated open space. No noise sensitive land uses would be impacted.

Table N-8
Projected SJHTC Noise Levels
and Recommended Mitigation

Site	Land Use	Projected Leq Noise Level Without Mitigation	Recommended Barrier Heights	Projected Leq Noise Level With Mitigation
1	Residential	74 dBA	6'	66 dBA
2	Open Space	73 dBA	No mitigation required	73 dBA
3	Residential	68 dBA	10'	63 dBA
4	Residential	65 dBA	16'	60 dBA
5	Residential	69 dBA	Unknown	*
6	Open Space	71 dBA	10'	65 dBA
7	Residential	72 dBA	8'	66 dBA
8	Residential	73 dBA	8'	59 dBA
* Subject of Future Study.				

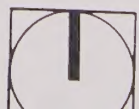
Noise Measurement Location and Recommended Mitigation



- ① Noise Measurement Locations
- Noise Barrier Wall

SCALE IN FEET
0 1000

SOURCE: San Joaquin Hills Transportation Corridor EIR/EIS



D. Airport and Aircraft

The 1981 AICUZ Noise Contours are shown on Figure N-4. At this time there are no projected noise contours to reflect the future operations of USMC El Toro. The 1981 AICUZ noise contours are expected to be revised during the next AICUZ update in 1993. Future flight operations at USMC El Toro will involve greater use of the F-18 Fighter Jet. However, it is anticipated that noise contours through Laguna Niguel will not significantly change.

E. Railroad and Trains

The projected level of railroad activity in the City is expected to increase. The most significant increase will most likely be the number of AMTRAK trips along the existing AT&SF line. Local transportation and air quality agencies are promoting train travel for commuters who are currently traveling along I-5. This, combined with the natural population growth in southern Orange County, should increase the demand for AMTRAK trips.

The level of freight activity in the City is not expected to increase significantly in the future according to representatives from AT&SF. However, rail traffic will respond to market demand and may increase or decrease depending on future industrial development along the line. At this time railroad officials are unable to project the frequency of future rail activity.

Given the distance between the railroad line and noise-sensitive land uses, the increased train activity could potentially effect existing and future land uses in the area. A site-specific noise analysis should be required for any future noise-sensitive uses proposed in the immediate area of the railroad line.

VIII. GOALS, POLICIES AND ACTIONS

Goal 1 Establishment of exterior and interior noise environments for land uses that will protect citizens from excessive noise.

Intent It is the intent of this section to provide noise standards for land uses in Laguna Niguel. These standards ensure the compatibility of land uses with their existing and future noise environments.

Policy 1.1 Discourage noise sensitive land uses in noisy exterior environments unless measures can be implemented to reduce exterior and interior noise to acceptable levels. Alternatively, encourage less sensitive uses in areas adjacent to major noise generators but require appropriate interior working environments.

Action

1.1.1 Incorporate measures into all development projects to attenuate exterior/interior noise levels to acceptable levels. The City's noise standards for land use compatibility are provided in Table N-9. These standards shall be adhered to and implemented during the review of all proposed development projects.

Table N-9 Land Use with Noise Standards		
Land Use	Interior Standard	Exterior Standard
Residential Detached Residential Attached	45	65
Neighborhood Commercial Community Commercial	--	70
Professional Office	50	70
Community Commercial/ Professional Office	--	70
Industrial/Business Park	55 ¹	75
Professional Office/Industrial/Business Park Industrial/Business Park/Professional Office/Community Commercial	--	75
Public/Institutional Public Institutional/Professional Office	50	70
Schools	50 ²	65 ²
Parks and Recreation	--	70
Notes: 1. Where quiet is a basis for use. 2. In interior or exterior Classroom Areas during school operating hours.		

Goal 2 Land use planning that provides for the separation of significant noise generators from sensitive receptor areas.

Intent The separation of noise generators from sensitive receptors will result in an exterior environment that requires minimal mitigation to meet acceptable noise levels. Proper planning will ensure that sensitive receptors are not impacted by noise hazards by locating these land uses distant from each other. Noise hazard areas will be considered to include locations within the 65 CNEL contour of master planned roadways, railroad corridors, aircraft flight paths, and industrial facilities.

Policy 2.1 Locate noise tolerant land uses in areas currently impacted by noise, such as adjacent to master planned roadways or within the contours of the United States Marine Corps Air Station at El Toro.

Policy 2.2 Ensure that current noise hazard areas in the City are identified, quantified, and mapped in a form that is available to decision makers.

Action

2.2.1 Require a revision to the noise contour map with every General Plan Update.

Policy 2.3 Utilize the information from the noise contour map in the General Plan in the development review process to ensure that noise sensitive land uses are not located near major stationary noise sources.

Policy 2.4 Minimize noise conflicts between land uses and the circulation network.

Action

2.4.1 Consider noise mitigation measures in the design of all future streets and highways and when improvements occur along existing highway segments. Measures will emphasize the establishment of buffers between roadways and adjoining noise sensitive areas.

Goal 3 Promote the control of noise between land uses.

Intent Exterior and interior noise standards determine the design and location of land uses. There is also the opportunity to control noise between land uses through the implementation of the City's Noise Ordinance. The Noise Ordinance discusses general community noise levels that "unreasonably disrupt the peace and quiet" of the community. Standards are provided in the Ordinance that

establish maximum noise levels during specific time periods when the uses are most sensitive to noise.

Policy 3.1 Limit the maximum permitted noise levels which cross property lines and impact adjacent land uses.

Action

3.1.1 Implement the City's Noise Ordinance to regulate noise for various land use categories and for sensitive time periods.

Goal 4 The control of noise from significant noise generators in the community.

Intent Noise can be controlled in three areas: 1) at the source with muffling techniques; 2) at the receptor through the use of architectural treatments, walls and landscaping; or 3) along the noise path with the insertion of sound barriers. The most effective means of reducing noise is by controlling it at its source. The intent of this goal is to reduce noise in the community through source-related controls.

Policy 4.1 Regulate noise from construction activities.

Action

4.1.1 Enforce the Noise Ordinance for all non-emergency construction operations.

Goal 5 The consideration of noise issues in the planning process.

Intent Noise issues should always be considered during the planning process so that needed measures are incorporated in design and location of land uses. In addition, the economic impact of noise attenuation measures can then be incurred by the property developer and not future owners who may not anticipate noise impacts.

Policy 5.1 Evaluate potential noise conflicts for individual sites and projects.

Actions

5.1.1 During review of development applications, consider noise impact of the proposed land use on the existing and future noise environment of existing or planned contiguous uses.

5.1.2 Require proposed noise producing projects to have an acoustical engineer prepare a noise analysis with recommendations for special design measures if the project is to be located close to existing or planned noise sensitive land uses.

5.1.3 Require proposed noise sensitive projects within noise impacted areas to have acoustical studies prepared by a qualified acoustical engineer and to provide special design measures to protect noise sensitive uses from ultimate projected noise levels.

5.1.4 For projects close to master planned roadways, utilize the ultimate roadway capacity at Level-of-Service D and the posted speed limit to estimate maximum future noise impacts.

5.1.5 Discourage projects that are incapable of successfully mitigating excessive noise.

Policy 5.2 Require mitigation of all significant noise impacts as a condition of project approval.

Actions

5.2.1 Consider site design techniques as the primary means to minimize noise impacts.

- Utilize building setbacks to increase the distance between the noise source and receiver.
- Promote the placement of noise tolerant land uses such as parking lots, maintenance facilities, and utility areas between the noise source and receptor.
- Orient buildings to shield outdoor spaces from a noise source. Quiet outdoor spaces can be provided by creating a U-shaped development which faces away from the roadway or by clustering land uses.

5.2.2 Require developers to consider alternative architectural layouts as a means of meeting noise reduction requirements.

- Place bedrooms on the side of the house facing away from major roadways. The use of noise tolerant rooms such as garages, bathrooms and kitchens to shield noise-sensitive areas will be encouraged.
- When bedrooms cannot be located on the side of a house away from a major roadway, require extra insulation and double-pane windows.
- Avoid balconies facing major travel routes. Development proposals including balconies in the design will need to be evaluated for potential noise impacts during the environmental review process.

- 5.2.3 Where architectural design treatments fail to adequately reduce adverse noise levels or will significantly increase the costs of land developments require the use of noise barriers and landscaped berms in combination.
-

Goal 6 Minimize noise impacts from transportation noise sources

Intent Within the City of Laguna Niguel are a number of transportation related noise sources including freeways, aircraft overflight major arterial and collector roadways and the railroad. These sources are the major contributors of noise in Laguna Niguel.

Policy 6.1 Develop a program to construct barriers to mitigate sound emissions where necessary or where feasible to ensure the peace and quiet of the community.

Policy 6.2 Work with TCA and the County of Orange to include noise mitigation measures in the design of new roadway projects, including the Moulton Parkway/Golden Lantern improvements and the San Joaquin Hills Transportation Corridor to meet the City's noise standards.

Policy 6.3 Ensure the effective enforcement of City, State, and Federal noise levels by all appropriate City Divisions.

Policy 6.4 To help minimize noise impacts from MCAS EL Toro, actively participate in the AICUZ studies that are conducted by the Department of Defense.

Policy 6.5 Monitor and comment on activities that involve the potential commercialization of MCAS El Toro.

APPENDIX A

GLOSSARY OF TERMS

A-weighted Sound Level, dB(A): The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgement of loudness.

Ambient Noise Level: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Amplitude: A measure of the difference between atmospheric pressure (with no sound present) and the total pressure (with sound present). Although there are other measures of sound amplitude, sound pressure is the fundamental measure. The unit of sound pressure is the decibel (dB).

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained by adding five (5) decibels to the hourly noise levels measured during the evening (from 7:00 p.m. to 10:00 p.m.) and by adding ten (10) decibels to the hourly noise levels measured during the night (between 10:00 p.m. and 7:00 a.m.). In this way, CNEL takes into account the lower tolerance of people for noise during evening and nighttime periods.

Day-Night Average Level (Ldn): The measure of noise exposure used by the EPA, HUD, FAA and the Department of Defense. It is the same as CNEL except that the weighting considered (in CNEL) between the hours from 7:00 p.m. to 10:00 p.m. is eliminated. Throughout this noise element, Ldn and CNEL are assumed to be the same measure. This is consistent with the recommended practice of the State of California Office of Noise Control.

Decibel (dB): A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals. Because they are logarithmic, decibels are not additive. If two similar noise sources produce the same amount of noise (say 100 dB each), the total noise level will be 103 dB, not 200 dB. An increase in noise level of 10 dB is generally perceived as being twice as loud.

dB(A): A-weighted sound level to reflect the sensitivity of the human ear to noise frequencies (see definition above).

Equivalent Sound Level (Leq): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level. The energy average noise level during the sample period.

Exterior Living Space: Open area designed for outdoor living and/or recreation.

Frequency: The number of times per second that a sound pressure oscillates about the prevailing atmosphere pressure. The unit of frequency is the hertz. The abbreviation is Hz.

APPENDIX A GLOSSARY OF TERMS (CONT.)

Intrusive Noise: That noise which intrudes over and above the ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, and tonal or informational content as well as the prevailing ambient noise level.

L10: The A-weighted sound level exceeded 10 percent of the sample time. Similarly L50, L90, L99, etc.

Noise: Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound..."

Noise Attenuation: The ability of a material, substance, or medium to reduce the noise level from one place to another or between one room or another. Noise attenuation is specified in decibels.

Noise Barrier: A structure designed to mitigate the impact generated by a noise source (e.g., an arterial or rail line) at an adjacent noise sensitive location. Barriers should be continuous structures (without gaps) and should be constructed of a material that is impervious to noise (e.g., concrete block, stucco-on-wood, wood-on-wood, 1/4" tempered plate glass, earthen berm, or any combination of these materials).

Noise Exposure Contours: Lines drawn around a noise source indicating constant or equal level of noise exposure. CNEL and LDN are typical metrics used.

Noise Impact Area: A specific area exposed to significant levels of noise.

Noise Reduction: The ability of a material to reduce the noise level from one place to another or between one room and another. Noise reduction is specified in decibels.

Noise Referral Zones: Such zones are defined as the area within the contour defining a CNEL level of 60 decibels. It is the level at which either State or Federal laws and standards related to land use become important and, in some cases, preempted local laws and regulations. Any proposed noise sensitive development which may be impacted by a total noise environment of 60 dB CNEL or more should be evaluated on a project specific basis.

Noise Sensitive Land Use: Noise-sensitive land uses include, but are not limited to: residences, schools, libraries, hospitals, churches, hotels, motels, and outdoor recreational areas. These typify land uses where suitability is restricted by intrusive noises. Hence, they are termed "noise-sensitive." Noise-sensitivity factors include interference with speech communication, subjective judgement of noise acceptability and relative noisiness, need for freedom from noise intrusion, and sleep interference criteria.

Sound: A reaction in the ear caused by radiant energy being transmitted from a source by longitudinal pressure wave in air or some other elastic medium.

APPENDIX A

GLOSSARY OF TERMS (CONT.)

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Chapter Seven
SEISMIC/PUBLIC SAFETY

General Plan for the City of Laguna Niguel
Chapter 7 - Seismic/Public Safety

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Chapter Seven

SEISMIC/PUBLIC SAFETY

I. INTRODUCTION

Protecting the community from natural and man-made hazards is the primary purpose of the Safety Element. The Safety Element identifies hazards which have the potential to impact the human population, property and the natural environment in the City of Laguna Niguel. Geologic events, and seismic activity in particular, flooding and wildland fire are natural hazards to the City. Exposure to hazardous materials, threat of urban fire and crime are pertinent man-made hazards.

The Safety Element establishes goals, policies and implementation programs to guide and direct local government decision-making in safety-related matters. Through investigation of hazardous risks, and careful land use planning, the potential for disaster can be reduced. In addition, this Element includes policies and actions designed to foster coordination among the various local, state and federal agencies charged with public safety responsibilities.

II. CONSISTENCY WITH STATE LAW

Government Code Section 65302(g) requires the Safety Element to include seismically induced surface rupture, ground shaking, ground failure, tsunamis (tidal waves), seiches, dam failure, mudflow and landslides, subsidence and other known geologic hazards, flooding, and wildland and urban fires. A Safety Element must also include mapping of known seismic and other geologic hazards and must address evacuation routes, peak load water supply requirements, and minimum road widths and clearances around structures.

III. RELATED PLANS AND PROGRAMS

A. California Division of Mines and Geology

The California Division of Mines and Geology identifies and evaluates specific geologic and seismologic hazards with respect to their impact on land use planning and makes this information available to the public.

B. Orange County Hazardous Waste Management Plan

Developed pursuant to the Tanner Act (1986), AB 2948, the Orange County Hazardous Waste Management Plan (HWMP) identifies current and projected future hazardous waste generation and management needs in Orange County. The plan provides a framework for the development of facilities to manage hazardous wastes, i.e., facility siting criteria, and also sets in motion policy directives toward developing county-wide programs in areas such as waste reduction, and household and small quantity business hazardous waste collection.

The County's HWMP addresses only those hazardous waste issues with which local governments have responsibilities, namely land use decisions. The County and its Cities are required to take implementing actions to incorporate facility siting policies and criteria into local planning and permitting processes. The City is required to take one of three actions:

- Adopt a City hazardous waste management plan
- Incorporate by reference all applicable portions of the County Plan into its General Plan.
- Enact an ordinance requiring all applicable land use permitting and decisions to be consistent with the siting criteria set forth in the County's HWMP.

The Orange County Fire Department Hazardous Materials Program Office (HMPO) recently developed a Household Collection/Disposal Project. The goals of this program are to: educate County residents about household hazardous materials; reduce the amount of hazardous materials used by residents; and offer a safe and proper method to dispose of household hazardous materials. There are currently three collection sites in the County. The collection center located at the Prima Deshecha Landfill in San Juan Capistrano is closest to the City of Laguna Niguel. This site serves south Orange County, including the residents of Laguna Niguel.

C. City Household Hazardous Waste Element

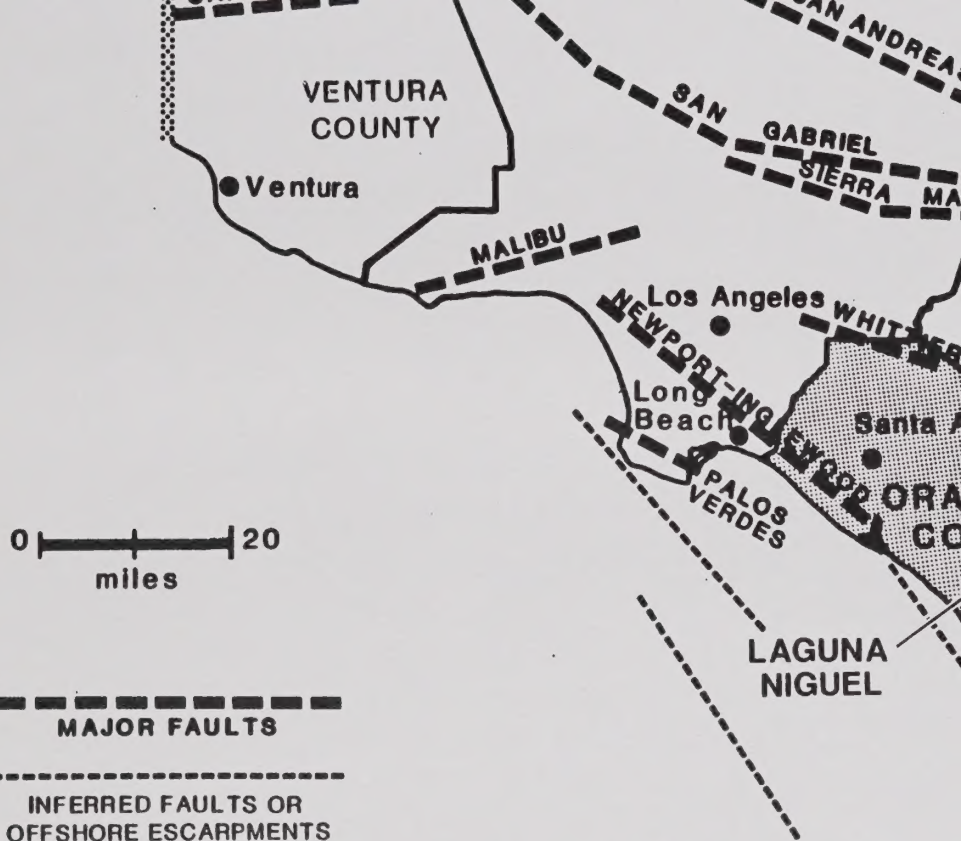
The Household Hazardous Waste Element (HHWE) was prepared for the City pursuant to AB 2707, and Tanner hazardous waste management planning legislation (AB 2948). The Element recommends HHW management objectives for Laguna Niguel. The Element, however, recognizes that the County of Orange will take the

lead in implementing these recommendations. The City will provide technical and educational support to the County in implementing HHW management programs. As stated in the HHWE, the Prima Deshecha Landfill accepts household hazardous waste.

IV. ENVIRONMENTAL SETTING

A. Geologic/Seismic

The City of Laguna Niguel is located in a highly active seismic region. Figure SA-1 shows active faults proximate to the City. Although there are no active or potentially active faults in the City, there are two active faults located within Orange County. The Newport-Inglewood Fault angles from offshore near Dana Point, and passes through the northwestern portion of the County. The Whittier Fault roughly parallels the Newport-Inglewood Fault across the northeasterly edge of the County. The Newport-Inglewood Fault is located southwest of the City and is believed capable of producing a maximum credible earthquake of 7.5 magnitude. The maximum credible earthquake estimated for the Whittier fault is 7.0 magnitude. Refer to Table SA-1 for a description of earthquake intensities.



SOURCE: Orange County Emergency Management Division

The City of
LAGUNA NIGUEL
General Plan

Table SA-1
The Modified Mercalli Intensity Scale¹
 (As modified by Charles F. Richter in 1956 and rearranged)

<i>If most of these effects are observed</i>	<i>then the intensity is:</i>	<i>If most of these effects are observed</i>	<i>then the intensity is:</i>
Earthquake shaking not felt. But people may observe marginal effects of large distance earthquakes without identifying these effects as earthquake caused. Among them: trees, structures, liquids, and bodies of water sway slowly, or doors swing slowly.	I	<i>Effect on people:</i> Difficult to stand. Shaking noticed by auto drivers.	VIII
<i>Effect on people:</i> Shaking felt by those at rest, especially if they are indoors, and by those on upper floors.	II	<i>Other effects:</i> Waves on ponds; water turbid with mud. Small slides and caving in along sand or gravel banks. Large bells ring. Furniture broken. Hanging objects quiver.	
<i>Effect on people:</i> Felt by most people indoors. Some can estimate duration of shaking. But many may not recognize shaking of building as caused by an earthquake: the shaking is like that caused by the passing of light trucks.	III	<i>Structural effects:</i> Masonry D* heavily damaged; Masonry C* damaged, partially collapses in some cases; some damage to Masonry B*; none to Masonry A*. Stucco and some masonry walls fall. Chimneys, factory stacks, monuments, towers, elevated tanks twist or fall. Frame houses moved on foundations if not bolted down; loose panel walls thrown out. Decayed piling broken off.	
<i>Other effects:</i> Hanging objects swing. <i>Structural effects:</i> Windows or doors rattle. Wooden walls and frames creak.	IV	<i>Effect on people:</i> General fright. People thrown to ground.	IX
<i>Effect on people:</i> Felt by everyone indoors. Many estimate duration of shaking. But they still may not recognize it as caused by an earthquake. The shaking is like that caused by the passing of heavy trucks, through sometimes, instead, people may feel the sensation of a jolt, as if a heavy ball had struck the walls.	V	<i>Other effects:</i> Changes in flow or temperature of springs and wells. Cracks in wet ground and on steep slopes. Steering of autos affected. Branches broken from trees.	
<i>Other effects:</i> Hanging objects swing. Standing autos rock. Crockery clashes, dishes rattle or glasses clink. <i>Structural effects:</i> Doors close, open or swing. Windows rattle.		<i>Structural effects:</i> Masonry D* destroyed; Masonry C* heavily damaged, sometimes with complete collapse; Masonry B* is seriously damaged. General damage to foundations. Frame structures, if not bolted, shifted off foundations. Frames cracked. Reservoirs seriously damaged. Underground pipes broken.	
<i>Effect on people:</i> Felt by everyone indoors and by most people outdoors. Many now estimate not only the duration of shaking but also its direction and have no doubt as to its cause. Sleepers awakened.	VI	<i>Effect on people:</i> General Panic.	X
<i>Other effects:</i> Hanging objects swing. Shutters or pictures move. Pendulum clocks stop, start or change rate. Standing autos rock. Crockery clashes, dishes rattle or glasses clink. Liquids disturbed, some spilled. Small unstable objects displaced or upset.		<i>Other effects:</i> Conspicuous cracks in ground. In areas of soft ground, sand is ejected through holes and piles up into a small crater, and, in muddy areas, water fountains are formed.	
<i>Structured effects:</i> Weak plaster and Masonry D* crack. Windows break. Doors close, open or swing.		<i>Structural effects:</i> Most masonry and frame structures destroyed along with their foundations. Some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes and embankments. Railroads bent slightly.	
<i>Effect on people:</i> Felt by everyone. Many are frightened and run outdoors. People walk unsteadily.	VII	<i>Effect on people:</i> General Panic.	XI
<i>Other effects:</i> Small church or school bells ring. Pictures thrown off walls, knickknacks and books fall off shelves. Dishes or glasses broken. Furniture moved or overturned. Trees, bushes shaken visibly, or heard to rustle.		<i>Other effects:</i> Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land.	
<i>Structural effects:</i> Masonry D* damaged; some cracks in Masonry C*. Weak chimneys break at roof line. Plaster, loose bricks, stones, tiles, cornices, unbraced parapets and architectural ornaments fall. Concrete irrigation ditches damaged.		<i>Structural effects:</i> General destruction of buildings. Underground pipelines completely out of service. Railroads bent greatly.	
		<i>Effect on people:</i> General Panic <i>Other effects:</i> Same as Intensity X. <i>Structural effects:</i> Damage nearly total, the ultimate catastrophe.	XII
		<i>Other effects:</i> Large rock masses displaced. Lines of sight and level distorted. Objects thrown into air.	

* Masonry A: Good workmanship and mortar, reinforced, designed to resist lateral forces.

Masonry B: Good workmanship and mortar, reinforced.

Masonry C: Good workmanship and mortar, unreinforced.

Masonry D: Poor workmanship and mortar and weak materials like adobe.

¹ From *Urban Geology: Master Plan for California*, Bulletin 198, California Division of Mines and Geology, Sacramento, California 1973.

Earthquakes on faults located outside Orange County can also cause damage within Laguna Niguel. Depending on their magnitude, earthquakes can cause minor to moderate damage to an area within a fifty-mile radius of their epicenter. Active perimeter faults that have the potential to impact the City are: San Andreas; San Jacinto; Malibu-Coast-Raymond; Palos Verdes; San Gabriel; and Sierra Madre-Santa Susana-Cucamonga faults.

Earthquakes create two types of hazards: primary and secondary. Primary seismic hazards include groundshaking, ground displacement and subsidence. These events can, in turn, produce the following secondary hazards: ground failure, liquefaction, seiching and dam failure.

The risk of damage due to ground rupture during an earthquake is minimal because of the absence of active faults in the City. However, the risk of structural damage (both above and underground), and loss of life as a result of groundshaking are considerable due to the combination of proximate active faults and the developed character of Laguna Niguel. It is recognized that low density residential development and low intensity land uses are less venerable to seismic hazards. The City is marked by relatively low intensity residential land use and is, therefore, at less risk than intensely developed 'urban' communities.

Liquefaction is another seismic hazard in the City. The potential for liquefaction is a function of soil type and a shallow groundwater. Soils that are poorly consolidated and combine with groundwater during an earthquake lose their shear strength and take on the properties of a heavy liquid. Liquefaction can result in the loss of foundation support, ground failure due to lateral spreading, and settlement of affected soils.

In addition to the safety hazards posed by seismic activity, other types of geologic processes occur in the City which have the potential to impact the community. These geologic processes, which include landslides and erosion, are primarily located in the hillside areas.

According to the Division of Mines and Geology, slope instability is a concern in the San Juan Capistrano Quadrangle, which encompasses most of the City. Areas underlain by shale and siltstone are more prone to landslides when compared to other bedrock geology, and the Capistrano, Monterey, and Topanga Formations, prevalent throughout hillside areas in the City, are most prone to slow-developing, slump-type failure.

Slope stability is dependent on a number of interrelated factors such as rock type and degree of porousness, and slope characteristics. In addition to geologic processes, climatic conditions, man-induced topographical alterations and earthquakes also trigger failure of unstable slopes. Slope stability hazards in the City relate to the undeveloped hillside areas, as grading activities and soil remediation techniques are used to mitigate

these hazards prior to development. The known landslide hazard areas in the City of Laguna Niguel are shown in Figure SA-2.

B. Flooding

In conjunction with the national flood insurance program, flood-prone areas of Laguna Niguel have been delineated on Flood Insurance Rate Maps. According to the Flood Plain Map shown in Figure SA-3, portions of the City are subject to inundation from a 100 year flood. These areas are confined to the narrow waterways of San Juan Canyon and Salt Creeks in the southern portion of the City, and Sulphur and Oso Creeks in the northern portion of the City. There is no development currently located within the 100 year floodplain.

C. Hazardous Materials and Waste

Modern technology and our high standard of living has led to a dependence on products containing hazardous materials. A material is considered hazardous when it exhibits corrosive, poisonous, flammable and/or reactive properties, and has the potential to harm human health and the environment. Hazardous materials are generally substances used to produce high technological products. In contrast, hazardous wastes are chemical remains. These substances are no longer usable and need treatment and/or disposal. Storage, transport and disposal of these materials require careful and sound management practices.

Hazardous materials are utilized by a number of businesses in Laguna Niguel. In addition, a number of common household products contain hazardous materials. Proper management and disposal of hazardous wastes is necessary to avoid adverse human health and environmental impacts.

1. Sites Containing Hazardous Waste

Hazardous wastes can pose a threat to public health, and cause land, water and air pollution if not properly handled or disposed. A number of federal, state and local laws and regulations address proper management of hazardous wastes. Major federal and state laws governing hazardous waste are: the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, and the Superfund Amendments and Reauthorization Act (SARA) of 1986, govern the clean-up of hazardous waste sites; the Resource Conservation and Recovery Act (RCRA) and the California Hazardous Waste Control Law (HWCL) regulate business which generate, transport, treat and dispose of hazardous waste. Community-Right-To-Know laws require disclosure of hazardous wastes and emergency incident responses from various levels of government and private industry.

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The City of LAGUNA NIGUEL General Plan



Job: LAG-04P
Date: FEBRUARY 11, 1992

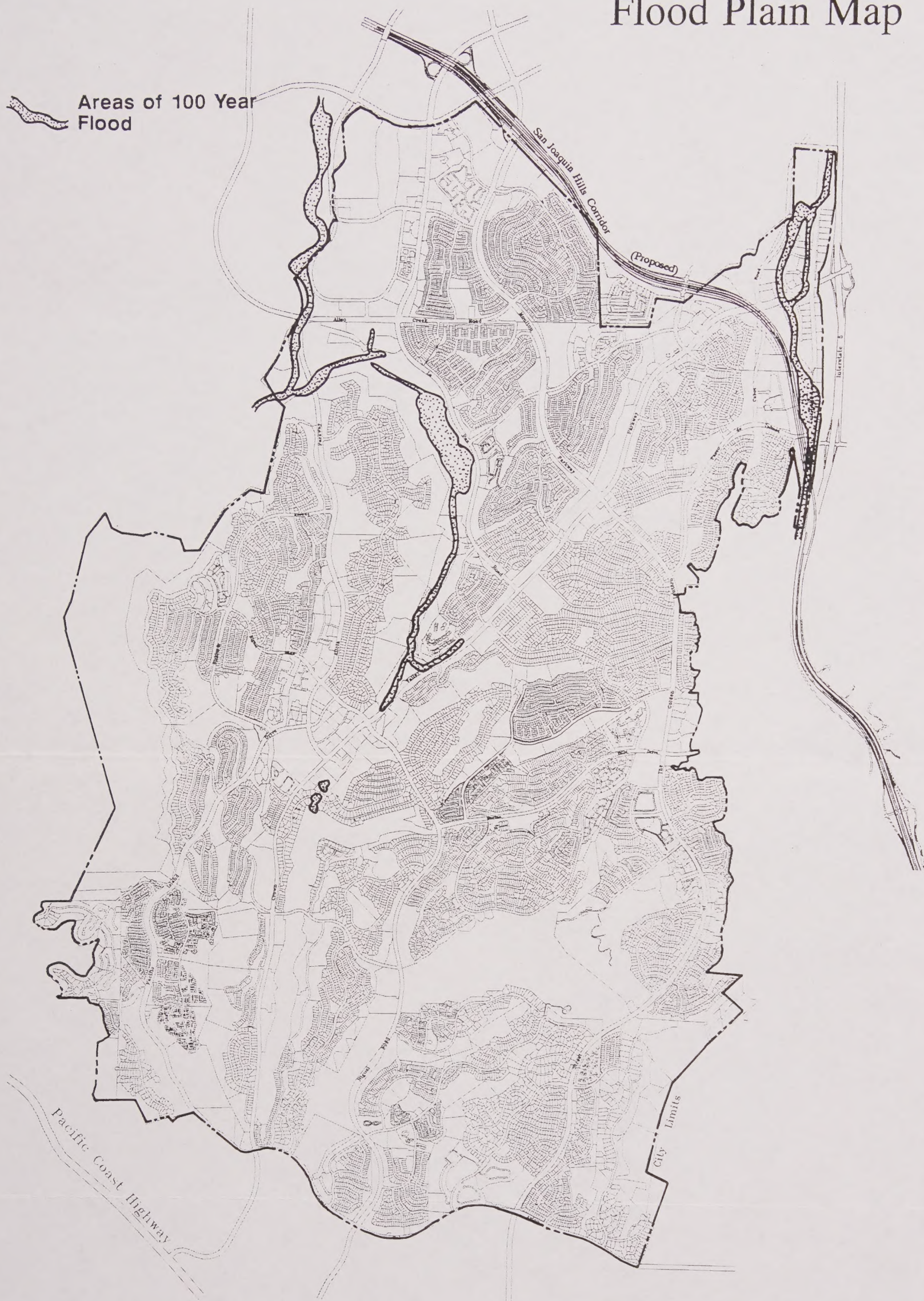
SA-2

SCALE IN FEET

0 1000 2000

Flood Plain Map

Areas of 100 Year
Flood



SOURCE: Federal Emergency Management
Agency, Flood Insurance Rate Map

A search of Federal and California databases indicate that there are ten confirmed hazardous waste sites located in the City. In all cases, the underlying cause was leaking of underground storage tanks (LUSTs). These LUSTs are impacting soil and/or groundwater and are being investigated by the Regional Water Quality Control Board and/or the State Department of Health Services.

2. Hazardous Waste Generators

The database search also indicates that there are 38 registered hazardous waste generators in Laguna Niguel. The list of generators includes, but is not limited to, dry cleaning businesses, auto maintenance shops, photo development shops and telephone companies. These facilities are registered with the U.S. Environmental Protection Agency (EPA), and are not known to have violated any hazardous waste laws.

Future hazardous waste generators could locate within the Industrial/Business Park land use designation.

3. Transportation Routes

Large amounts of hazardous materials are transported daily on California's highways, railways, and waterways. Most of the hazardous materials transported are virgin chemical materials used in industry and agriculture; only a small amount of the material is hazardous waste. The transportation of hazardous waste in the County results in the potential for risk of upset due to accidents and spillage.

The transport of hazardous waste by freeways as well as rail is regulated by the Department of Transportation. In addition, transporters are required to register with the California Department of Health Services. Although local government has limited authority with respect to hazardous materials/waste, transportation of these materials can be regulated on local streets.

In Orange County, most hazardous waste is transported along major freeways including Interstate 5. Refer to Figure SA-4 for the location of regional hazardous materials transportation routes. Primary and secondary roads are used to access freeway routes from sites which generate hazardous waste.

The I-5 freeway abuts the northeast corner of the City, at the Crown Valley Parkway and Avery Parkway interchanges. To access the freeway, hazardous wastes must be transported on the City's primary and secondary roads. There are currently no designated routes or travel time restrictions for hazardous materials transporters on City streets.

Regional Hazardous Material Transportation Routes



Rail is the second, and preferred, mode of hazardous waste transport. According to studies, rail transportation involves significantly fewer accidents on a ton per mile basis, in comparison to motor vehicle transport. In addition, the rail carriers in Southern California have a comprehensive emergency response program in the event of an accident. Rail, however, is not extensively used in Orange County. The large number of small quantity generators, dispersed throughout the County, renders rail transport less economically viable than motor vehicle transport. Currently, all hazardous waste generated in Laguna Niguel is transported by motor vehicle.

D. Wildland Fire

The topography, vegetation and development patterns in Laguna Niguel make the City highly susceptible to fire hazards. The City is marked by rolling hills and valleys, and residential development is located on/within the many ridgelines and valleys. The hilly terrain constrains accessibility to fires by the Fire Department ground crews. Vegetation in the City, including native plant communities i.e., chaparral and ruderal vegetation, is also highly combustible. The fire hazard is at its peak during the summer months when plant material that has built-up during the spring, dies, thus becoming a source of fuel.

Many of the residential subdivisions in the City provide access roads to the surrounding undeveloped hillsides. The homeowner associations for the subdivisions may also have active fuel modification programs to reduce fire hazards. Thinning combustible vegetation, sprinkler systems, and reintroduction of non-combustive vegetation are primary methods to reduce the threat of wildland fire.

E. Urban Fire

Urban fire is a threat to property and life in Orange County. As the number of structural features increase, so does the incidence of fire. Certain development patterns pose more difficult fire problems. These include multi-story, wood frame, high density apartment development; multi-story research development; large continuous developed areas with combustible roofing materials; and facilities that use and/or store hazardous materials. Features of structural conditions that affect fire control include: type and use of structure, area of building, number of stories, roofcovering, and exposures to the building. The Uniform Building Code regulates these features and requires certain built-in fire protection devices when maximum allowable uses or heights are exceeded, or the building use presents a life or property protection problem.

The City is marked by residential land uses and open space. Achieving a more balanced mix of land uses in the City is a major theme of the General Plan and the intensification of commercial areas in the City promotes this end. In addition, there are 4,615 remaining dwelling units to be developed in the City. Additional residential

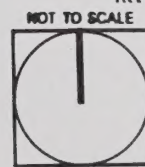
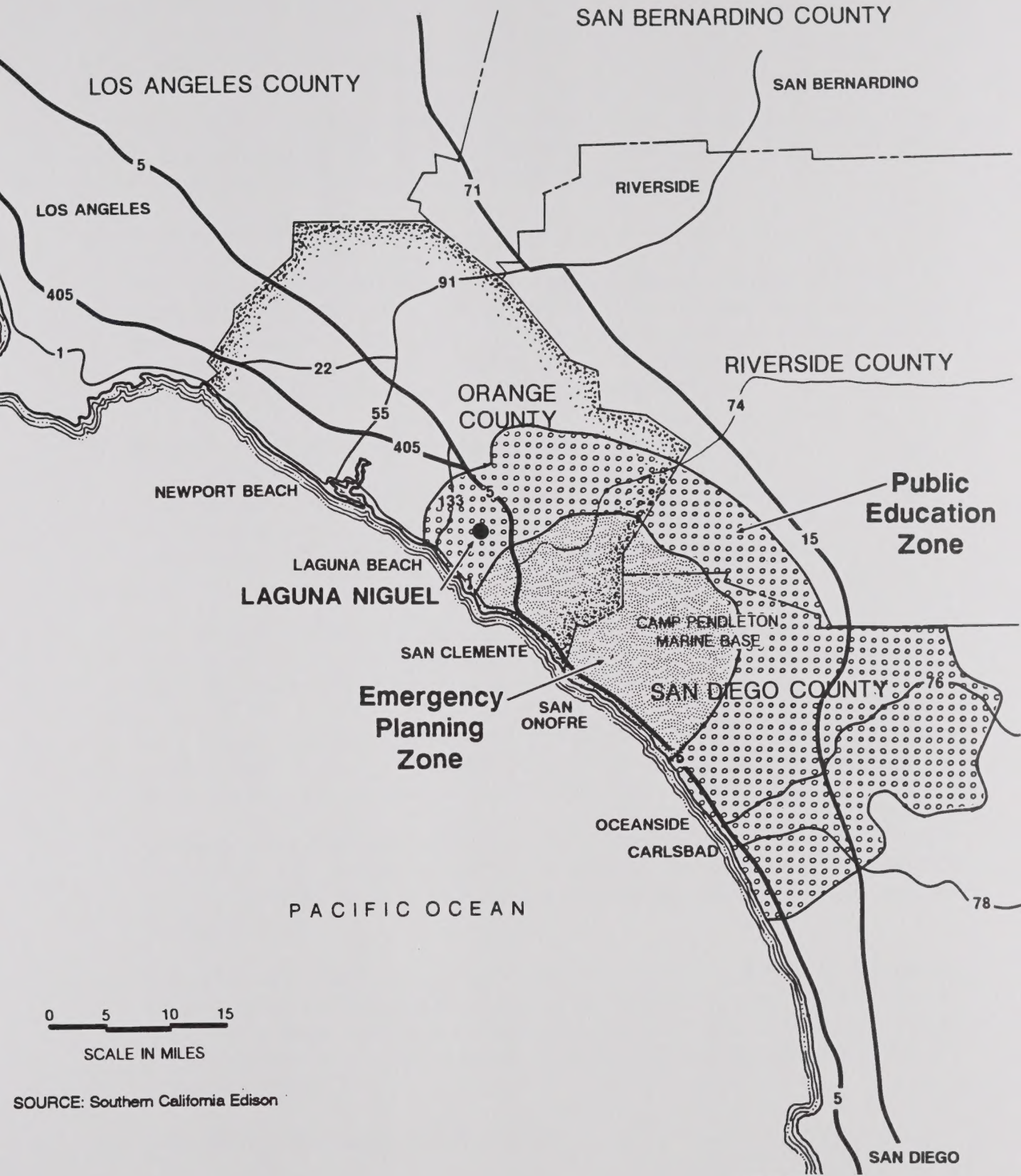
structures and intensification of uses in portions of the City increases the threat of urban fire, as well as the population at risk.

F. Nuclear Hazards from San Onofre Nuclear Generating Station

The San Onofre Nuclear Generating Station (SONGS) is located on Camp Pendleton in San Diego County approximately 10 miles south of Laguna Niguel. Radioactive by-products are contained within the plant, with the exception of small quantities of radioactive gas released into the air and liquids released into the Pacific Ocean. The releases are monitored by SONGS personnel; and according to SONGS, radiation exposure due to material releases is less than the typical exposure from natural background radiation. The two most likely sources of radiation contamination are transportation accidents involving transport of radioactive materials and uncontrolled releases at the plant site.

The U.S. Nuclear Regulatory Commission has identified the area surrounding every nuclear generating stations as an Emergency Planning Zone (EPZ). The State of California has defined the area outside, and adjacent to the EPZ as a Public Education Zone (PEZ). The City is located within the SONGS' PEZ. The Federal Government establishes the area with a 50-mile radius around every nuclear generating station as an Ingestion Pathway Zone (IPZ). At SONGS, the IPZ encompasses all of Orange County. Figure SA-5 locates the EPZ and PEZ surrounding SONGS in relation to Laguna Niguel. Emergency information is contained in the front of the Pacific Bell South County telephone book.

E.P.Z. & P.E.Z. for San Onofre Nuclear Generating Station



V. THE PUBLIC SAFETY PLAN

The Public Safety Plan implements the goals and policies of the Safety Element by establishing the framework for agency coordination in the event of a disaster. The Plan is intended to supplement the City's Emergency Operations Plan.

A. Fire and Law Enforcement

The City contracts with the Orange County's Sheriff's Department for law enforcement services and the Orange County Fire Department (OCFD) for fire protection, emergency medical services, and hazardous conditions abatement. Other agencies having jurisdiction or providing services in the City include the California Highway Patrol and the Orange County Health Department.

B. Nuclear Emergency Response Agencies

In the event of a nuclear incident at the San Onofre Nuclear Generating Station, state and federal agencies would have primary responsibility for emergency response and coordination. The following briefly describes roles and responsibilities of these agencies.

U.S. Nuclear Regulatory Commission (NRC): The NRC approves construction and operating licenses for nuclear generator plants. Permanent on-site inspectors ensure that safety standards and regulations are being met.

U.S. Federal Emergency Management Agency (FEMA): FEMA regulations are directed at off-site protection of public health and safety in the event of a nuclear incident through the coordination of local and primary response agencies.

California Office of Emergency Services (OES): The OES coordinates State resources in the event of an accident at SONGS. In addition, the agency is responsible for recovery activities within a 50-mile zone surrounding SONGS, or the Ingestion Pathway Zone (IPZ).

Department of Health Services (DHS): This State agency has primary responsibility for operations in the Recovery Phase of a nuclear power plant accident and is assisted by the Health Department from affected counties. The City should maintain a high profile in relation to SONGS by monitoring and proactively engaging in educational programs in the PEZ.

C. Seismic and Geologic Management

The Orange County/Southern California Earthquake Preparedness Project (SCEPP) is a State and Federally funded effort to encourage local jurisdictions to prepare for catastrophic earthquakes in the Southern California area. The project works directly

with local governments, private industry and volunteer groups in a cooperative planning effort which addresses a full range of earthquake strategies including mitigation, short-term prediction response and recovery. The City should coordinate with the SCEPP and utilize the planning resources it provides.

D. Emergency Preparedness Plan

The County of Orange is currently revising its emergency preparedness plan. The County Multihazard Functional Plan will outline responsibilities of the various agencies in the event of a natural hazard. Emergency routes in the County are also designated. The plan is being coordinated with cities within the County to ensure consistency with local plans.

The City of Laguna Niguel is currently drafting its first Emergency Operations Plan (EOP). The EOP will provide direction for City response to emergency situations stemming from natural disasters, technological incidents and nuclear defense operations. The plan focuses on agency coordination and response procedures for large-scale disasters. The EOP consists of a Basic Plan; Functional Annexes; and Resource List.

The Basic Plan summarizes operational concepts, identifies major components of the City Emergency Management Organization, and provides a description of Federal, State, County and City agencies/organizations that are charged with responsibility in the event of a disaster. The Functional Annexes outline response and recovery functions, as well as specific guidelines for accomplishing these functions. The final component, Resource List, provides a listing of resources, key personnel and critical facilities.

VI. GOALS, POLICIES AND ACTIONS

Goal 1 **A reduction of impacts from natural hazards that may affect the City of Laguna Niguel.**

Intent The City is located in a seismically active region. Although no known active or potentially active faults are located within City boundaries, there are two active faults in Orange County. In addition, portions of the City are subject to inundation from a 100 year flood. The intent is to reduce the potential for loss of life, injury, or property damage from flooding, seismic and other geologic hazards.

Policy 1.1 Mitigate potential adverse impacts of geologic and seismic hazards.

Actions

1.1.1 Require site specific geologic and soils studies as part of the approval process for new development. This analysis must identify on-site geologic hazards, determine risk potential and provide mitigation measures for all pertinent geologic hazards.

1.1.2 Monitor known and potential geologic hazards in the City through coordination with the State Division of Mines and Geology.

1.1.3 Maintain existing standards and requirements for grading and construction to eliminate the potential for erosion, slope failure, landslides, and other geologic hazards.

1.1.4 Maintain existing building safety and design standards for protection from geologic and seismic related events.

1.1.5 Participate in earthquake awareness programs.

1.1.6 Strive to correct any existing and future problems related to slope stability such as mud slides and siltation.

Policy 1.2 Protect the community from flood hazards.

Action

1.2.1 Continue to participate in the National Flood Insurance Program.

Policy 1.3 Develop plans and programs to mitigate the effects of natural hazards.

Actions

1.3.1 Adopt and implement an Emergency Preparedness Plan.

1.3.2 Coordinate with the County of Orange, adjacent cities, Federal Emergency Management Agency and Office of Emergency Services to reduce community risk in the event of a disaster.

1.3.3 Provide community awareness information for citizens describing evacuation routes and procedures to be followed in the event of a disaster.

Goal 2 Protection of the public and sensitive environmental resources from exposure to hazardous materials and waste.

Intent The management of hazardous material has recently emerged as an important environmental and planning issue. Modern technology and society's high standard of living has led to a dependence on products containing hazardous substances. This dependency necessitates adequate management of materials and waste in the City. The intent is to avoid damage to people, property and environmental resources from these materials.

Policy 2.1 Reduce risks of exposure to hazardous materials and waste through careful land use and hazardous materials management planning.

Actions

2.1.1 Adopt by reference the Orange County Hazardous Waste Management Plan.

2.1.2 Regulate land uses, consistent with the Orange County Hazardous Waste Management Plan and adopted City Ordinances, involved in the use, storage or production of hazardous materials, including maintenance of a safe distance from other uses that may be adversely affected by such activities.

2.1.3 Coordinate with the fire department in maintaining an inventory of facilities involved in the transportation, use or storage of hazardous materials.

Policy 2.2 Reduce risk of exposure by improving the safety of hazardous materials/waste transportation.

Actions

2.2.1 Establish transportation routes in the City for the conveyance of hazardous materials.

2.2.2 Restrict transportation of hazardous materials through residential areas and restrict its transport on arterial highways to off-peak hour traffic times.

2.2.3 Develop a notification system for the transportation of extremely hazardous wastes, and require guarded transport for large quantities of extremely hazardous materials.

Policy 2.3 Encourage sound management practices for the handling and disposal of household hazardous waste.

Actions

2.3.1 Work with the County to implement the City's Household Hazardous Waste Element.

2.3.2 Cooperate with the County of Orange to implement applicable portions of the County's Hazardous Waste Management Plan.

2.3.3 Participate in the County's Household Collection/Disposal Program.

Goal 3 A safe and secure community free from the threat of personal injury and loss of property.

Intent Residents pride themselves on the safe living environment that prevails in the City of Laguna Niguel. The City will continue to provide adequate levels of fire and police service necessary to maintain this environment.

Policy 3.1 Provide fire protection to ensure the public's health and safety.

Actions

3.1.1 Fire hazards shall be identified in the project review process and be prevented or mitigated to an acceptable level.

3.1.2 New developments shall satisfy fire flow requirements, street widths and design requirements as established by the fire and police department.

3.1.3 Enforce fire inspection, building code compliance and weed abatement programs.

Policy 3.2 Reduce the risk of wildland fire through fuel modification programs.

Actions

3.2.1 Continue to require fuel modification of natural vegetation at the urban interface.

- 3.2.2 Continue to require fire-resistant roofing materials for areas subject to wildland fire hazards.
- 3.2.3 Continue to require that fuel modification plans to be approved by the Orange County Fire Department prior to issuance of a use and occupancy permit for any structure adjacent to a fuel modified area.
- 3.2.4 Protect sensitive plant communities and the aesthetics by utilizing graduated fuel modification zones which allow for wet zones and selective thinning of natural vegetation where this practice will not conflict with fire safety requirements.

Policy 3.3 Maintain the integrity of environmentally significant areas that are subject to weed abatement activities.

Action

- 3.3.1 Enforce the provisions of the Weed Abatement and Environmentally Significant Areas Ordinance.

Policy 3.4 Ensure adequate law enforcement services.

Actions

- 3.4.1 Law enforcement hazards shall be identified in the project review process and mitigated to an acceptable level.
- 3.4.2 Continue to work with the community in operating Neighborhood Watch programs that promote mutual assistance and crime prevention activities among residents.
- 3.4.3 Require new development to incorporate defensible space into site plan and building design.

Chapter Eight
HOUSING

General Plan for the City of Laguna Niguel
Chapter 8 - HOUSING ELEMENT

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EXECUTIVE SUMMARY

The Housing Element is a comprehensive statement by the City of Laguna Niguel of its current and future housing needs and proposed actions to facilitate the provision of housing to meet those needs at all income levels. The policies contained in this Element are an expression of the statewide housing goal of "attaining decent housing and a suitable living environment for every California family," as well as a reflection of the unique concerns of the community.

The purpose of the Laguna Niguel Housing Element is to establish specific goals, policies and objectives relative to the provision of housing, and to adopt an action plan toward this end. In addition, the Element identifies and analyzes housing needs, and resources and constraints to meeting these needs.

The City's existing and future land uses were largely determined by the County of Orange prior to the City's incorporation in December 1989. The majority of the City's future development has already been entitled by development agreements (which have expired but been replaced by vesting tentative tract maps) or final tract maps. Due to these previous entitlements, the City has little control over future residential development. Where the City does have discretion, it has proposed a number of policies and programs to accommodate affordable housing in the future. Even where vacant land is covered by existing entitlements, the City is proposing negotiations with landowners to determine the feasibility of accommodating some affordable housing.

Because opportunities for creating new, affordable housing units in the City are limited, an important secondary strategy is preserving the affordability of existing housing.

A. PREPARATION AND ORGANIZATION

In accordance with State law, the Housing Element is to be consistent and compatible with other General Plan Elements. Additionally, Housing Elements are to provide clear policy and direction for making decisions pertaining to zoning, subdivision approval, housing allocations, and capital improvements. The contents of the housing element are mandated by State law according to Government Code Sections 65580 through 65589.

The 1990 U.S. Census, which is the most recent available, was utilized in formulating detailed data relevant to the Housing Needs Assessment. Where possible, more recent information from other sources has been used to update and expand on the census data. Chief among these other sources are: the California Department of Finance (DOF) yearly estimates of housing units, households, and population; the Southern California Association of Governments (SCAG) regional estimates and projections; and various other federal, state, and City agencies and organizations. As part of the planning process, the community and interested parties have the opportunity to review and provide comments on the Draft and Final Housing Element during the public hearing process. The Draft and Final Housing Element will be given to the California Department of Housing and Community Development for their review and comment.

Government Code Section 65583 requires housing elements to include the following five components:

- A review of the previous element's goals, policies, programs, and objectives to ascertain the effectiveness of each of these components, as well as of the overall effectiveness of the Housing Element.
- An assessment of housing needs and an inventory of resources and constraints relevant to meeting these needs.
- An analysis and program for preserving assisted housing developments.
- A statement of community goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing.
- A program which sets forth a five-year schedule of actions that the City is undertaking, or intends to undertake, in implementing the policies set forth in the housing element.

The Laguna Niguel Housing Element is divided into five sections. Section One provides an overview of the scope and purpose of the Housing Element. Section Two describes the housing programs that will be implemented in order to achieve the stated goals and policies. Section Three, Community Analysis, is an assessment of the housing needs of the City. This section identifies affordable units developed under local, state, and federal programs and analyzes the resources and constraints to the production of new affordable housing units. Section Four analyzes the Draft Housing Element's consistency with other existing General Plan Elements and Section Five contains an evaluation of the 1992 Housing Element.

B. HOUSING GOALS, POLICIES, AND QUANTIFIED OBJECTIVES

Two goals have been established to address the needs of the community. The first goal is to create a diversity of housing opportunities that satisfy the physical, social, and economic needs of the residents of Laguna Niguel. Policies to reach this goal include the development of safe and sanitary housing with adequate public services and the promotion of continued maintenance and enhancement of the existing housing stock. Additionally, the City will promote a variety of housing opportunities to accommodate the needs of all income levels of the population; support innovative public, private, and non-profit efforts to develop affordable housing, particularly for special needs groups; pursue county, state, and federal assistance to support housing programs; and monitor the number of affordable housing units eligible for conversion to market-rate units and develop programs to minimize the loss of these units.

The City's second goal is to provide equal housing opportunity for all residents in Laguna Niguel. To prohibit discrimination in housing practices, the City shall encourage and support the enforcement of laws and regulations prohibiting the discrimination in lending practices in the sale or rental of housing, and shall support actions to reduce regulatory constraints impeding equal housing opportunities.

The City has established seven programs with associated action plans to implement the housing goals and policies over the next five years. These programs are:

- Program 1: Provision of Adequate Housing Sites
- Program 2: Sites for the Homeless and Emergency Shelters
- Program 3: Affordable Housing Development
- Program 4: Removal of Government Constraints
- Program 5: Conserve and Improve Existing Housing Affordable to Low and Moderate Income Households
- Program 6: Promote Equal Housing Opportunity
- Program 7: Housing Element Monitoring and Reporting

The City's program efforts for the next five-year review period are focused in these three areas:

1. Offering of incentives to induce the owners of existing affordable housing to maintain the affordability of those units or to sell to agencies (public or private non-profit) that will maintain the units. The City will also assist such agencies in accessing state or federal funds to make the acquisition possible.
2. Offering of incentives to induce owners of remaining vacant land to include a percentage of affordable housing units in plans for new development. Regulatory and financial incentives are proposed, including providing assistance to developers in accessing state or federal funds for affordable housing construction.
3. Continue to actively investigate and enforce property maintenance requirements in an effort to actively preserve the City's housing stock.

As a result of the City's experience in implementing the 1992 Housing Element, and the three priorities listed above, several program modifications have been incorporated into the 2000 Housing Element. These include:

1. Renewed participation in the countywide Homeless Task Force, but only to the extent that the City remains active in monitoring any potential local homeless needs (none were identified during the 1992-2000 period).
2. A more active role by the City in contacting owners of remaining vacant land to determine the feasibility of including affordable dwelling units in future developments, particularly on the multi-family and managed-care sites that do not currently have existing entitlement. Even on sites covered by existing entitlements, the City will commit to working with property owners and providing incentives to determine whether some affordable housing can be provided, even if the modification of existing development approvals are necessary.
3. Continuation of informational programs for services provided by other public or private agencies.
4. A more pro-active role for the City in preserving remaining affordable multi-family rental housing in the City.

5. Continuation of Code enforcement activity.

In undertaking the 2000-2005 programs, the City will stress voluntary cooperation with property owners and developers. The City does not believe it will be productive to impose a mandatory inclusionary housing requirement on new development.

C. HOUSING NEEDS ASSESSMENT

The City's two goals (listed above) were developed after a thorough analysis of the City's demographics and projected housing needs. The following summarizes the City's demographic, housing, and employment information. It also identifies some of the major issues facing the City during the up-coming Housing Element period.

1. Population - The City's 1999 population was 59,166 persons, a growth of 33 percent since 1980, outpacing the County's 15 percent growth rate during the same period. Since 1995, the City's annual growth rate has remained at 2 percent. The City's racial and ethnic composition is predominantly White (88 percent), although small percentages of other races reside in the City. People age 30 through 39 years comprised the largest age group (23 percent) in Laguna Niguel, followed by persons age 18 to 29 years (18 percent). People over age 65 years comprised nearly 7 percent of the population, and an aging trend that shifts the median age up is likely to continue given both national and regional demographic trends.
2. Households - In 1990, there were 17,172 households and 15 people in group quarters in the City. Approximately 39 percent of households were two-person households. Over 73 percent of all households were families. Of the 6,089 households in the City with children, 84 percent were married-couple households, and 13 percent were female-headed households.
3. Median Income - The median income in the County was \$45,922 in 1990 and \$68,300 in 1999. Based on the 1990 U.S. Census, 13 percent of the City's population were Very Low-income, 16 percent were Low-income, 21 percent were Moderate-income, and 50 percent were Above Moderate-income households. The majority of people below the poverty level were adults between ages 18 and 65 years (66 percent), followed by children age 17 and younger (29 percent). Most impoverished households with children were young white female householders (60 percent).
4. Major Employers - Major employers in the City include various retail employers such as Wal Mart, Mervyns, Ralphs, and Costco, as well as the Federal government and the Orange County Courthouse/Regional Facility. The City has a 1999 labor force of 29,050 workers and an extremely low unemployment rate of only 2 percent in 1999. In comparison, the County's 1999 unemployment rate was 2.6 percent. Most City residents were employed in service jobs such as sales, management, and professional positions. However, service

jobs tend to be split between lower paying service jobs and higher paying managerial jobs, which can increase income gaps.

5. Senior Population - Seniors age 65 years and over represented 7 percent of the City's population in 1990. It is anticipated that the senior population in Laguna Niguel has likely increased since the 1990 census. Since most seniors own their own homes they are often considered income poor but housing rich. In this situation, the Housing Element focuses on home repair and upkeep, and also for continuing to provide senior services and additional senior housing opportunities (i.e., senior apartments, managed-care facilities, etc.), since seniors may want to stay in the community but would like different housing options.
6. Large Households - Large families, defined as families of five or more persons, require larger dwellings, which are more expensive than average-size units. Nearly 8 percent of the households were large families. Although the City contains more housing units with four or more bedrooms than large households, the cost for large housing units can be expensive, thereby excluding some families from adequately sized housing.
7. Female Headed Households - Female headed households comprise 8 percent of all households in the City. Although the percentage of female headed households below the poverty level was considerable, their overall numbers were low and do not represent a severe housing need. However, low-cost housing of adequate size may be needed, particularly units close to schools or childcare centers.
8. Farmworker Housing - Farmworker housing is not necessary since the City and surrounding areas are nearly fully developed and have no significant agriculture.
9. Disabled Persons - According to the 1990 U.S. Census, 2 percent of the City's population age 16 and over had a physical condition that affected their ability to live independently in a conventional residential environment. However, not all people with disabilities require special housing. Some require supervision, which can be achieved in a group home environment, and others may need specially designed housing or may need to be located near transportation access points or shopping centers. Alicia Park Apartments offer three low-income units for handicapped occupancy.
10. Homeless - The estimates of the number of homeless in Laguna Niguel varies since it is difficult to obtain an accurate count. It also should be noted that there are varying types of homeless populations such as the permanently homeless and those seeking temporary shelter. According to the City Sheriff's Department there are no permanently homeless individuals in Laguna Niguel. According to other sources such as the Orange Coast Interfaith Shelter, there are a few temporarily homeless persons coming from Laguna Niguel each year, primarily as a result of domestic disputes. The City provides Community Development Block Grant (CDBG) funds to service provider organizations in and around Laguna Niguel which provide temporary shelters or other services to people in need.

the first of the two papers was found to be a copy of the original manuscript, the second was found to be a copy of the first.

The first paper, "On the Theory of the Group", was published in the *Journal of the American Mathematical Society* in 1954. It was a landmark work in the theory of groups, and it was the first of a series of papers that would establish the author as one of the leading mathematicians of the twentieth century. The second paper, "On the Theory of the Group", was published in the *Journal of the American Mathematical Society* in 1955. It was a continuation of the first paper, and it was the second of a series of papers that would establish the author as one of the leading mathematicians of the twentieth century.

The third paper, "On the Theory of the Group", was published in the *Journal of the American Mathematical Society* in 1956. It was a continuation of the first two papers, and it was the third of a series of papers that would establish the author as one of the leading mathematicians of the twentieth century. The fourth paper, "On the Theory of the Group", was published in the *Journal of the American Mathematical Society* in 1957. It was a continuation of the first three papers, and it was the fourth of a series of papers that would establish the author as one of the leading mathematicians of the twentieth century.

The fifth paper, "On the Theory of the Group", was published in the *Journal of the American Mathematical Society* in 1958. It was a continuation of the first four papers, and it was the fifth of a series of papers that would establish the author as one of the leading mathematicians of the twentieth century. The sixth paper, "On the Theory of the Group", was published in the *Journal of the American Mathematical Society* in 1959. It was a continuation of the first five papers, and it was the sixth of a series of papers that would establish the author as one of the leading mathematicians of the twentieth century.

The seventh paper, "On the Theory of the Group", was published in the *Journal of the American Mathematical Society* in 1960. It was a continuation of the first six papers, and it was the seventh of a series of papers that would establish the author as one of the leading mathematicians of the twentieth century.

The eighth paper, "On the Theory of the Group", was published in the *Journal of the American Mathematical Society* in 1961. It was a continuation of the first seven papers, and it was the eighth of a series of papers that would establish the author as one of the leading mathematicians of the twentieth century. The ninth paper, "On the Theory of the Group", was published in the *Journal of the American Mathematical Society* in 1962. It was a continuation of the first eight papers, and it was the ninth of a series of papers that would establish the author as one of the leading mathematicians of the twentieth century.

The tenth paper, "On the Theory of the Group", was published in the *Journal of the American Mathematical Society* in 1963. It was a continuation of the first nine papers, and it was the tenth of a series of papers that would establish the author as one of the leading mathematicians of the twentieth century. The eleventh paper, "On the Theory of the Group", was published in the *Journal of the American Mathematical Society* in 1964. It was a continuation of the first ten papers, and it was the eleventh of a series of papers that would establish the author as one of the leading mathematicians of the twentieth century.

11. Housing Mix - Following Laguna Niguel's rapid housing growth during the 1980s, housing growth declined in the early 1990s due to a down turn in the economy. The City's current housing stock is distributed as follows: 54 percent are single-family detached units, 27 percent were multiple-family units, and 19 percent are single-family attached units. Even though housing unit construction decreased during the 1990s, vacancy rates remained steady at 9.1 percent (above the minimum rate necessary for the housing market).
12. Homeownership - The 1990 U.S. Census data shows that 75 percent of the occupied units in the City were owner-occupied and 25 percent were renter-occupied. Whites occupied the majority of both owned and rented units in the City, and comprised equal percentages of both renters and owners, while Asian/Pacific Islanders owned a larger percentage of units than rented. Blacks, Native Americans, and Others rented a higher percentage of units than owned. The highest percentage of all owners were between the ages of 35 and 44. The highest percentage of renters were below age 35. Although people age 65 and older have lower incomes, they owned nearly four times as many units as they rented.
13. Condition of Housing Stock - Since the majority of housing units in the City were constructed after the 1980s, dwellings are in good condition. Most homes have full kitchen, plumbing, sewer, and heating facilities. Since the housing stock is fairly new and in good condition, it is anticipated that City programs will focus on property maintenance such as roof repair, new paint, or landscaping to maintain the existing housing stock.
14. Overcrowding - According to 1990 U.S. Census data, overcrowding only affected less than 4 percent of the occupied housing units. Six percent of all renter-occupied and 2 percent of all owner-occupied units in 1990 were overcrowded. Of the 451 overcrowded households, 163 were severely overcrowded. Overcrowding is defined as 1.01 or more persons per room and extreme overcrowding is more than 1.5 persons per room.
15. Median Home Prices and Rents - Median home prices are rising in the City, as a result of improved economic conditions in the region. The median home price as of October 1999 was \$372,250 according to the California Association of Realtors (CAR). Home prices range from \$70,000 to \$2,500,000. Rents range from \$675 for the least-expensive one-bedroom apartment unit to over \$1,550 for three-bedroom apartments. Townhouses and homes rented for \$825 per month for a one-bedroom unit to \$2,800 per month for four-bedroom units.
16. Affordable Housing - Assisted housing projects and programs are available to assist people unable to afford housing costs. The Orange County Housing Authority operates public housing units in the City. The Housing Authority also administers the Department of Housing and Urban Development (HUD) Section 8 Certificate and Voucher program; 472 units in the City provide low income housing, but have the potential for conversion to market rate by 2010. In addition, the Orange County Housing Authority issued 60 vouchers in 1999 to Laguna Niguel families who are unable to afford rents in the rental market, so that they can rent adequate units. Mortgage Revenue Bonds, Section 202 assistance, HOME funds for dwelling rehabilitation, and CDBG funds also contribute to funding assisted or special-need housing, as well as maintain the quality of existing dwellings.

17. Housing Over-Payment - Most households in Laguna Niguel were not considered at-risk for ability to purchase housing. Approximately 2,586 Very Low- and Low-income households spent over 30 percent of their income on homes and rents. Although most home owners pay less than 30 percent of their income on housing, 48 percent of home owners and 47 percent of renters pay 30 percent or more of their income on housing. However, it is important to note that the majority of homeowners paying more than 30 percent of their income on housing were in the Above Moderate-income group and nearly 38 percent of the overpaying renters were in the Low- to Moderate-income groups. Using the current median income, Low-income households could afford most of the one- and two-bedroom apartments in the City.
18. RHNA Projections - The Southern California Association of Governments (SCAG) prepares the Regional Housing Needs Assessment (RHNA) projections for various cities in its six county jurisdiction. SCAG's 1998-2005 RHNA projections indicate that a total of 1,236 new units will need to be constructed to accommodate Laguna Niguel's new households. Of the total allocation, 202 units are allocated for Very Low-income households, 138 units are allocated for Low-income households, 227 units are allocated for Moderate-income households, and Above Moderate-income households have been allocated 669 units. However, the City is challenging these numbers based on existing land use entitlements. Since all but 182 new units anticipated to be constructed during this RHNA period are already entitled, the City has little ability to influence the affordability of the remaining units. As a result, the City is proposing an alternative which distributes the 182 non-entitled units in the following manner: 30 units for Very Low-income households, 20 units for Low-income households, 33 units for Moderate-income households, and 99 units for Above Moderate-income households.

In order to address the possibility that the City will be unsuccessful in its RHNA appeal effort, the Draft Housing Element Update has been modified to include adequate sites to potentially accommodate the City's share of affordable housing units. The four sites include multi-family residential sites as well as sites overlay by the Managed Care overlay district which encourages the construction of senior housing. In total, the four identified sites have the potential to provide up to 514 housing units, well in excess of the RHNA allocation of 340 affordable units.
19. Vacant Land - A vacant residential land survey was conducted as part of this Housing Element Update. The survey indicates that an additional 1,575 dwelling units can be constructed in the City. Of the total remaining units, 1,393 are anticipated to be custom or market-rate production single-family homes in existing subdivisions and 182 are anticipated to be multi-family units. Only these 182 multi-family units are NOT entitled (meaning the City must issue one or more discretionary permits and could impose an affordability requirement). Once these remaining vacant lots are developed, the City will be physically built-out.

20. Redevelopment Potential - Since most of the development in the City is relatively new and in good condition, the City does not have a redevelopment area. With out a redevelopment area and the 20 percent mandatory set-aside funds, the City's only potential funding source for affordable housing is its CDBG funds.
21. Existing Land Use Approvals - The City's housing development has primarily taken place under land use entitlements granted by the County of Orange. As a result, many of the existing single-family custom homes and production tract homes currently under construction were approved by the County as part of several Planned Community Development Plans. The Planned Community Development Plans and other County programs required the construction of many large apartment and condominium projects in the City to provide housing opportunities affordable to all economic segments of the population. These projects were completed early on in the development of the City, prior to the eventual construction of the market-rate single-family homes now under construction. Many of the affordability restrictions tied to the apartment or condominium projects have expired or are scheduled to expire in the next 10 years.

D. PUBLIC PARTICIPATION

As part of the Housing Element update process, the Community Development Department staff held a public meeting on December 2, 1999 to accept comments on the City's CDBG program. Since many of the services provided under the CDBG program are related to housing, the City also used the meeting as an opportunity to accept comments on the City's existing housing programs. The meeting was attended by representatives of fair housing advocates, non-profit affordable housing providers, senior citizens groups, and the Apartment Association of Orange County. Some of the concerns raised at the meeting included escalating rents, the need to retain and create additional affordable housing units, and to increase the supply of specialized, affordable units for households with disabled members. Additionally, the City of Laguna Niguel conducted two public hearings before the Planning Commission and two public hearing before the City Council prior to the adoption of the Housing Element. The first public hearings were conducted early in the process of drafting the Housing Element to allow the public an opportunity to provide input into recommended goals, policies, and programs. Public hearings before the Planning Commission were conducted on February 22 and March 14, 2000, and before the City Council on March 21, 2000. After the Draft Housing Element was reviewed and determined to be "certifiable" by the California Department of Housing and Community Development, the Planning Commission and City Council held a second round of public hearings on June 13, 2000 and June 20, 2000, respectively.

Notice of the public hearings was provided by placing an 1/8th page add in the Laguna Niguel News a minimum of 10 days in advance of the public hearings.

I. HOUSING GOALS, POLICIES AND QUANTIFIED OBJECTIVES

A. HOUSING GOALS AND POLICIES

Goal 1 **A diversity of housing opportunities that satisfy the physical, social, and economic needs of existing and future residents of Laguna Niguel.**

Intent To promote a balanced inventory of housing in terms of unit type, cost and tenure and range of housing options necessary to support an economically and socially diverse community. Adequate public facilities and services are important in maintaining the quality of life valued by Laguna Niguel residents.

Policy 1.1 Ensure that housing is safe and sanitary with adequate public services to accommodate the needs of City residents.

Policy 1.2 Promote the continued maintenance and enhancement of the existing housing stock.

Policy 1.3 Promote a variety of housing opportunities that accommodate the needs of all income levels of the population.

Policy 1.4 Support innovative public, private, and non-profit efforts in development of affordable housing, particularly for special needs groups.

Policy 1.5 Pursue county, state, and federal assistance to support the development and implementation of housing programs that require financial assistance from public agencies. In pursuing funding opportunities, in distributing grant allocations (such as CDBG), or in assisting other agencies or private entities, the City's decision will be based on the following factors:

- the priority of housing need addressed by the proposed project;
- the City's non-housing priorities for the use of an annual funding source (such as CDBG) in relation to the priority of the proposed project;
- the likelihood that the proposed project will receive funding from other sources based on those sources' application rating criteria; and
- the amount of staff time and other costs required to secure and administer funding in relation to available staff resources.

Policy 1.6 Monitor the number of affordable housing units eligible for conversion to market-rate units and develop programs to minimize the loss of these units.

Goal 2	Equal housing opportunity for all residents in Laguna Niguel.
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Intent	To prohibit discrimination in housing practices in accordance with national and state fair housing law.
Policy 2.1	Encourage and support the enforcement of laws and regulations prohibiting the discrimination in lending practices in the sale or rental of housing.
Policy 2.2	Support actions to reduce regulatory constraints which impede equal housing opportunities.
Policy 2.3	Ensure that City land use and housing policies and regulations do not create unreasonable barriers to housing and housing support services to special needs population groups such as the elderly, families with children, persons with disabilities, and the mentally ill.

B. QUANTIFIED OBJECTIVES

The purpose of this section is to estimate the maximum number of housing units that could be constructed, rehabilitated, and conserved over the five-year review period between July 1, 2000 and June 30, 2005. This estimate assumes:

- optimum conditions for the production of housing;
- favorable market conditions that will result in the construction of the number of dwelling units shown below; and
- adequate funding assistance for Low- and Moderate-income housing.

State law recognizes that a locality may not be able to satisfy 100 percent of its identified housing needs (including 100 percent of its RHNA allocation for each income group). In light of both the General Plan requirements of State law and the constraints identified in this Housing Element, it is not physically, environmentally, or fiscally possible for the City to fully satisfy all of the identified housing needs. Of the constraints identified in this document, the pre-existing entitlements most severely impact the City's ability to influence the production of affordable housing. Environmental, physical, and market conditions also exert influence on the timing, type, and cost of housing production in a community.

The income groups shown in the quantified objectives table (Table II-1) are based on the 1999 HUD income guidelines, median income for a family of four (\$68,300 for Orange County). A family of four is the standard used by HUD for estimating area median income. In 1999, HUD permitted agencies in Orange County to use a newly calculated, higher median income standard because Orange County is one of several high cost regions of the country as defined by HUD.

**Table II-1
Quantified Objectives
2000-2005**

Objective	Very Low < 50 %	Low 50-80 %	Moderate 80-120 %	Above Moderate > 120 %	Total
New Units					
Entitled*	0	0	0	1,054	1,054
Non-entitled**	30	20	33	99	182
Rehabilitation***	0	0	0	0	0
Conservation	207	50	0	0	257
Totals	237	70	33	1,153	1,493

* Number of entitled units to be constructed during the planning period and unable to influence affordability.

** City's proposed distribution based upon the number of non-entitled units where the City may influence affordability and the RHNA distribution rates of affordable units from October 1999.

*** Rehabilitation based upon existing housing conditions. No rehabilitation of substandard units are anticipated.

New Units

A 1997 land use inventory of available residential construction sites indicates that only 1,575 units remain to be constructed in the City before Laguna Niguel is built-out. Of this amount, 1,393 units are already entitled and under construction. These units are predominantly single-family detached dwellings in custom lot subdivisions or market-rate production homes that have been under construction for a number of years.

As is typical of most communities approaching build-out, the most difficult, and hence most costly, land to develop is built last. In the case of Laguna Niguel, this represents hillside custom and single-family detached home development.

Subtracting 1,393 units from the City's anticipated remaining total of 1,575 units, leaves 182 non-entitled units. It is anticipated that these remaining 182 units could be developed at densities that are potentially affordable, with regulatory or financial incentives, to very low-, low-, and moderate-income households. These sites are designated for multi-family development and since they lack entitlements, the City would have more control to require affordable units through the site development permit process.

The City's RHNA allocation of total new units during the planning period is 1,236 units, which if constructed would leave a remaining balance of 339 units to construct until the City is built-out.

It is also important to note that Laguna Niguel was initially designed and developed as a Planned Community under the jurisdiction of the County of Orange. The entitled units were previously

considered the "market rate" portion of a larger pool of units for which a percentage of affordable units have already been provided in the community.

Between 1979 and 1983, the County required that 25 percent of all new residential development with 30 or more units be set-aside as affordable. Subsequent to the Inclusionary Housing Program (IHP), the County administrated its Housing Opportunities Program (HOP) which combined voluntary and mandatory components in order to meet its affordable housing objectives.

The multi-family and apartment projects which comprised the affordable component of the County's programs were built prior to or shortly after the City incorporated in 1989. The real estate market down turn in the early 1990s significantly delayed the construction of the larger single-family detached homes previously considered in the total mix of housing.

Rehabilitation

As stated in this Element's Community Analysis, the City's housing stock is in good condition and a need for rehabilitation is likely very low. Nevertheless, there are over 100 multi-family rental units more than 30 years old that might need varying levels of rehabilitation. It is unlikely that these units might qualify under state law (Government Code Section 65583.1[c]) to be counted toward the City's new housing construction objective unless: 1) they are not currently low-income units, 2) they do not meet current building code standards, 3) they are rehabilitated to meet current building code standards, and 4) they are restricted in occupancy to low-income households through a long-term affordability agreement.

In addition there is an undetermined number of older single-family homes occupied by lower income households who do not have the financial capacity to properly maintain their properties. According to the 1990 U.S. Census, the median year of construction for all housing units in the City is 1986. Since the housing stock is fairly new and in good condition, the City does not anticipate the need for creating rehabilitation programs. Instead, the City will continue its active property maintenance and code enforcement programs in an effort to maintain private properties and reduce the need for future rehabilitation programs.

Conservation

The figures for the number of units to be conserved through 2005 are reflective of Program Number 5, which contains eight corresponding actions. The conservation figures related to each income group are shown in the table below. The conservation objectives in Table II-2 are based on the number of Very Low- and Low-income units that are at-risk between 2000 and 2010.

**Table II-2
Preservation of Existing Affordable Housing by Income Category
2000-2010***

Bond and Section 8 Programs						
Project	Location	Program	VL	L	Total Units	Termination Date
Alicia Park	23698 Niguel & Alicia Parkway 92677	FHA - Section 221(D)(4) Section 8 - New Construction	56	0	56	4/4/2004
Country Club Villas	30902 Clubhouse Drive 92677	MRB: Issue U	28	28	56	11/1/2009
Laguna Gardens	24348 Azal Court 92677	MRB: Issue AA, 1985	37	37	74	12/1/2008
Laguna Serrano	30001 Golden Lantern 92677	MRB:	33.5*	33.5*	67	4/12/2000
Niguel Summit I	30252 Pacific Island Drive 92677	MRB: Issue U/Series A, 1985	17	17	34	10/7/2001
Pointe Niguel	29781 Niguel Road 92677	MRB: Issue E/1995	32.5	32.5	65	11/2/2007
Seaview Summit	102 Island 92677	MRB: Issue X, 1995	10	10	20	1/31/2005
Villa La Paz	24275 Avenida Breve 92677	FHA - Section 221(D)(4) Section 8 - New Construction	100	0	100	6/17/91
Totals			314	158	472	

* State law (Government Code Section 65583[a]8) requires a 10-year analysis even though the Housing Element covers the period 2000-2005.

C. PERFORMANCE RELATIVE TO THE REGIONAL HOUSING NEEDS ASSESSMENT (RHNA)

Section 65583(c) of State law requires each jurisdiction to develop a five-year program designed to meet its housing need. The section further states that if an inventory of new housing sites does not identify adequate sites to meet the regional need, then the program shall provide for sufficient sites with zoning that permits multi-family residential use by right.

(NOTE: This section may be updated once the City's appeal of its RHNA allocation has been resolved.)

The inventory of new housing sites shows a projection of 1,236 total units to be built in the City. The following table shows the regional need for the City of Laguna Niguel.

TABLE II-3 Regional Need from SCAG 1998-2005				
< 50%	50-80%	80-120%	> 120%	
Very Low	Low	Moderate	Above Moderate	Total
202	138	227	669	1,236

The preceding table of the City's Quantified Objectives is based on the 1999 County median income of \$68,300.

Since the City's proposed Quantified Objectives (Table II-1) are different from the regional need identified by SCAG and contained in Table II-3, the City has identified four sufficient sites with zoning which permits multi-family residential use by right. Table II-4 summarizes the information on the available sites.

TABLE II-4 Available Sites				
Site	Acres	Proposed Dwelling Units	Proposed Density	Housing Type
Shapell	15.5	173	± 11 du/ac	Multi-family
Park Niguel	1	9	± 9 du/ac	Multi-family
Shea Properties	9.1	228	± 25 du/ac	Senior Apartments
Shepard of the Hill	4.1	104	± 25 du/ac	Senior Apartments
TOTAL	29.7	514	17.5 du/ac	

Note: du/ac = dwelling units per acre

The Shapell site is a 15.5 acre parcel located in the northern-most portion of the City just South of the San Joaquin Hills Corridor. The site is designated multi-family residential in the General Plan and similarly zoned. The 15.5 acre site could accommodate 173 units of multi-family housing. The site is subject to an existing Affordable Housing Implementation Agreement between the County and Shapell Industries. The agreement allows for the construction of housing affordable to low and moderate income groups.

The Park Niguel site is zoned and designated for multi-family housing. The site could accommodate up to nine units. The property is located in the center of the City on the south side of Community Park Road, north of Crown Valley Parkway.

The Shea Properties site is located along the City's eastern boundary, east of the Street of the Golden Lantern. The site is zoned Commercial with a Managed Care Overlay. The Managed Care Overlay encourages the construction of higher density senior housing. At a density of 25 units per acre, a total of 228 units could be constructed on the 9.1 acre site.

The Shepard of the Hill property is located near the south-east corner of the intersection of Niguel Road and Crown Valley Parkway. The site is zoned Commercial with the Managed Care Overlay. At a density of 25 units per acre, a total of 104 units could be constructed on the 4.1 acre site.

In total, the four properties provide available sites for the construction of up to 514 multi-family units which would satisfy the City's regional need for 340 units. Additional housing units could be constructed on the multi-family sites if proposed future projects qualify for density bonuses.

II. CITY OF LAGUNA NIGUEL HOUSING PROGRAMS

This section of the Housing Element Housing Plan identifies specific actions that the City will take to implement the goals and policies of the Housing Element over the next review period between 2000 and 2005. Pursuant to State law, the Housing Plan for Laguna Niguel must be designed to accomplish the following:

- Provide adequate sites to achieve a variety and diversity of housing.
- Facilitate the development of affordable housing.
- Address, and if necessary remove, governmental constraints.
- Conserve and improve existing affordable housing stock.
- Promote equal housing opportunity.

The housing programs are organized according to the above issue areas. Included in each program is a description of the program's objective and a series of implementing actions. In some instances, the program actions are a continuation of previous implementation efforts undertaken by the County of Orange, prior to the incorporation of Laguna Niguel. Several changes to programs are also included to address new conditions in the City since 1992 and the City's experience in implementing the 1992 Housing Element.

A Housing Plan Summary follows the programmatic descriptions. The matrix summarizes the intent of each program and identifies an objective, funding source, and agency responsible for implementation and time frame. This format provides a quick reference for users of this document and will facilitate an evaluation of the City's achievements in the next Housing Element update cycle.

PROGRAM 1 PROVISION OF ADEQUATE HOUSING SITES

Objective: Identify and monitor the use of vacant land for the construction of new housing units to meet the City's identified housing need in the SCAG RHNA allocation for Laguna Niguel.

Action 1: The City has identified housing sites for the production of 1,236 dwelling units, which will be made available through appropriate land use designations and zoning for the construction of housing units for a variety of income levels in order to meet the City's regional housing need pursuant to section 65584 of the Government Code. The City's RHNA allocation is 1,236 units for the period January 1, 1998 through June 30, 2005. Of the total units the City can accommodate, 182 can be developed on two sites zoned for multi-family use. All other sites can accommodate single-family custom and market-rate production homes. The City has no legal means of changing the designation of the other 1,054 homes anticipated to be constructed during this review period. The City has appealed the RHNA allocation and instead has proposed the distribution of units as shown in Table II-1.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: Designation of sites has been completed; monitoring of use is ongoing.

Potential Funding: General Fund.

Quantified Objective: Maintenance of residential sites for at least 1,236 additional dwelling units between January 1, 1998 and June 30, 2005.

Action 2: The City will determine whether any undeveloped entitled parcels within properties covered by previous entitlements or vested subdivision maps are suitable for consolidation and redesignation as multi-family sites to meet Low- or Moderate-income housing needs. If the City determines that one or more parcels is suitable for redesignation, it will contact the property owner(s) and determine the owner's interest in amending the subdivision map and development plans to accommodate multi-family development. If the developer is interested in pursuing such an amendment, the City will assist the property owner to the greatest extent possible with the re-entitlement/amendment process.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: Evaluate status of residential vacant sites and contact property owners by July 2001 (if sites suitable for rezoning are identified).

The Community Development Department will report to the City Council in August 2001 on the results of the evaluation and property owner contacts (if any).

Potential Funding: General Fund.

Quantified Objective: Unable to quantify an objective until the site evaluation has been completed.

PROGRAM 2 SITES FOR THE HOMELESS AND EMERGENCY SHELTERS

Objective: Promote and assist in the development of emergency shelters and transitional housing.

Action 1: The City shall continue to monitor homeless needs in Laguna Niguel.

(Note: The City has not identified a local homeless population or a significant incidence of temporary homelessness due to financial hardship, domestic violence, or other factors. Should ongoing monitoring indicate a need in the future, Laguna Niguel will continue its participation in the Orange County Homeless Issues Task Force and allocate an appropriate level of CDBG funding in relation to the local need.)

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: Ongoing.

Potential Funding: General Fund.

Monitoring: Orange County Homeless Task Force: CDBG Program.
Development of emergency or transitional housing: California Emergency Housing Assistance Program or Multifamily Housing Program.

Quantified Objective: N/A.

Action 2: The City will continue implementing its Zoning Ordinance, which allows for emergency shelters and transitional housing with or without discretionary approval in specified non-residential zones.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: Zoning Code adopted February 1999. Provisions allowing for homeless and transitional facilities to be implemented by the City as requested by homeless and transitional housing providers.

Potential Funding: General Fund.

Quantified Objective: N/A.

Action 3: The City will continue to implement the Managed Care Overlay District that permits senior and handicapped housing facilities in specified non-residential zones.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: Zoning Code adopted February 1999. Implementation is current and ongoing.

Potential Funding: General Fund.

Quantified Objective: N/A.

PROGRAM 3 AFFORDABLE HOUSING DEVELOPMENT

Objective: Promote and assist in the development of housing for low- and moderate-income households.

Action 1: Administer the City's affordable housing regulations (Subarticle 3, Section 9-1-37 of the Laguna Niguel Zoning Code) regarding the provision of incentives or regulatory concessions to encourage development of affordable housing in accordance with Government Code Section 65915. These provisions of State law require the City to provide a density bonus of at least 25 percent and one other incentive if a developer agrees to provide at least 10 percent of the dwelling units in a development at prices/rents affordable to very low-income households, or 20 percent of the units affordable to Low-income households, or 50 percent of the units for senior citizen households.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: Ongoing.

Potential Funding: General Fund.

Quantified Objective: N/A.

- Action 2:** The City will encourage developers of remaining residential sites to use available state and federal funding and/or tax credits for the construction of low- and moderate-income housing on these sites by considering the modification of development standards, or one or more other financial incentives consistent with State law as outlined above in Action 1 of this Program. The City will assist interested developers in accessing funding for private, local, state, or federal programs if needed to develop a low- or moderate-income project.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: 2001/2002.

Potential Funding:

For new construction: HOME Investment Partnership Program, Mortgage Revenue Bonds, state or federal tax credits, state Pre-development Loan Program, private foundation (source to be determined).

For supportive child care services: California Child Care Facilities Finance Program.

Quantified Objectives: One or more multi-family rental projects providing at least 10 units affordable to Very Low-income households and 30 units affordable to Low-income households.

- Action 3:** The City will continue to encourage the production of housing designed specifically for special needs population groups in conjunction with density bonuses and/or regulatory incentives described in Action 1 of this Program.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: January 1, 2001.

Potential Funding:

For new Construction: Federal Section 202 Program, Federal Section 8 New Construction Program, Home Investment Partnership Program, Mortgage Revenue Bonds, state or federal tax credits.

For mortgage insurance: Federal Section 231 Program.

For supportive services: Federal Section 811 Program.

Quantified Objective: Depends on interest by private for-profit or non-profit developer in accessing Section 202 funds for senior citizen or handicapped Low-income housing. Some or all Very Low- or Low-income units created under this program may be the same units created under Action 1 and 2 of this Program.

Action 4: In accordance with Sections 65852.1 and 65852.2 of the Government Code, the City will continue to implement a Granny Flat Ordinance and a second unit ordinance that allows for the construction of granny flats and second units on single family lots in residential areas.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: Current and ongoing.

Potential Funding: General Fund.

Quantified Objective: Approve 15 second dwelling units over five years.

Action 5: Contact the owners of remaining vacant land designated for multifamily use to determine their interest in using regulatory and financial incentives to construct one or more projects that include dwelling units affordable to lower income households. Assist in obtaining private, state or federal funding for the construction of affordable units.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: Contact property owners by July 2001. Apply for state/federal funding as appropriate. Construct units in 2001/2002.

Potential Funding: Home Investment Partnership Program funds, Mortgage Revenue Bonds, Section 8 New Construction, California Multi-family Housing Program, state or federal tax credits.

Quantified Objective: See quantified objective for Program 1, Action 2.

PROGRAM 4 REMOVAL OF GOVERNMENTAL CONSTRAINTS

Objective: To remove as many governmental constraints as feasible, in order to help encourage and promote the construction of housing affordable to Low- and Moderate-income households.

Action 1: The City will evaluate vacant properties covered by vested subdivision maps to determine opportunities for amending these agreements to consolidate individual lots to create an affordable multi-family housing development.

Implementation

See Program 1, Action 2, and Program 3, Action 5 for implementation.

PROGRAM 5 CONSERVE AND IMPROVE EXISTING HOUSING AFFORDABLE TO LOW AND MODERATE INCOME HOUSEHOLDS

Objective: To conserve and improve existing housing which is affordable to low- and moderate-income households.

Action 1: Conserve 277 of 472 rental units currently affordable to Very Low- and Low-income households that are at-risk of converting to market rate housing between 2000 and 2005 (note: 277 units are at-risk during this reporting period; the remaining 195 units will be at-risk after 2005). The City's strategy will be to:

- a. Contact the owners of the six properties at-risk between 2000 and 2005 to determine their willingness to maintain their rental units as affordable housing in exchange for appropriate financial incentives.
- b. Ascertain the rehabilitation needs and cost, if any, of at-risk rental projects.
- c. Contact nonprofit housing organizations with experience in the Orange County housing market that may have an interest in acquiring and managing properties whose owners do not wish to continue as affordable housing.
- d. Assist current property owners and/or interested nonprofit housing organizations in accessing funding to maintain at-risk unit as affordable housing.

Implementation

Responsible Agency: Laguna Niguel Community Development Department. City Council to authorize City participation in any funding or funding requests to other public agencies.

Timeframe: Contact property owners initially by December 2000. Re-contact owners within one year of termination date, and again within six months (if necessary). Contact interested non-profit housing organizations as needed to participate in the conservation of at-risk housing. Assist in accessing funding as needed to conserve at-risk housing.

Potential Funding: Depends on the amount and purpose of funding needed (acquisition only, rehabilitation only, acquisition and rehabilitation, etc.).

Possible funding sources include:

General Fund (for staff time)

Mortgage Revenue Bonds (acquisition or construction of replacement units)

California Multi-family Housing Program (construction of replacement units)

Federal Section 8 New Construction Program (construction of replacement units)

Federal Section 223 Program (refinancing of low income rental projects).

Quantified Objective: Conservation of 277 at-risk units between 2000 and 2005.

Action 2: Continue the City's active property maintenance program run by the Code Enforcement Division of the Community Development Department. Under this program, review housing for building and health code violations and general property maintenance. The program will maintain the City's existing housing stock in good condition to prevent the need for rehabilitation.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: Current and ongoing.

Potential Funding: General Fund; inspection fees.

Quantified Objective: Retain existing housing stock.

Action 3: Encourage apartment owners to list available rental units with the Orange County Housing Authority for the Section 8 rental assistance program.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: Current and ongoing.

Potential Funding: General Fund.

Quantified Objective: N/A.

- Action 4:** Participate in existing Homesharing Programs which benefit Laguna Niguel residents. This program is designed to match people with limited incomes, typically seniors, seeking housing as well as owners that wish to share their homes.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: Current and ongoing.

Potential Funding: General Fund/CDBG Funding.

Quantified Objective: 12 persons per year.

- Action 5:** Publicize and encourage the participation in the Reverse Mortgage Program and refer eligible homeowners to the County Housing Authority and/or the South County Seniors.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: Current and ongoing.

Potential Funding: General Fund.

Quantified Objective: N/A.

- Action 6:** The City will provide technical information to local groups and individuals about home sharing programs, shared equity programs, and reverse mortgage programs, and provide referral services to eligible homeowners.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: Current and ongoing.

Potential Funding: General Fund.

Quantified Objective: N/A.

Action 7: Continue to administer the City's Condominium Conversion Ordinance.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: Current and ongoing.

Potential Funding: General Fund; permit fees from condominium conversions.

Quantified Objective: Preservation as rental units, rental apartments occupied by Very Low-, Low-, and Moderate-income households.

Action 8: Require the replacement of low-income units converted or removed in the Coastal Zone according to the requirements of Government Code Section 65590. The program shall also include a component to monitor the construction, demolition, and conversion of units affordable to Low- and Moderate-income households in the Coastal Zone.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: Community Development Department to report to City Council by December 2000 on estimated number of units in the Coastal Zone occupied by Low- or Moderate-income households.

Community Development Department to monitor in ongoing basis any permit for conversions or demolitions affecting dwelling units occupied by low- or moderate- income households.

City to require owners of such units to comply with State law regarding replacement housing and/or payment of relocation expenses.

City will determine on case-by-case basis appropriateness of providing financial assistance for relocation or replacement housing costs.

Potential Funding: General Fund for reporting and ongoing monitoring CDBG funds for relocation expenses (Low-income only). Other funding sources listed in Program 5, Action 1 for construction of replacement housing.

Quantified Objective: Unknown.

PROGRAM 6 PROMOTE EQUAL HOUSING OPPORTUNITY

Objective: Promote equal housing opportunity for all residents of Laguna Niguel.

Action 1: Continue to support the activities of the Orange County Fair Housing Council and provide referrals to this organization when appropriate.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: Annual and ongoing.

Potential Funding: CDBG.

Quantified Objective: N/A.

PROGRAM 7 HOUSING ELEMENT MONITORING AND REPORTING

Objective: To develop monitoring and reporting programs for the Housing Element and ensure the Housing Element is internally consistent with other elements of the General Plan.

Action 1: Report to the City Council annually on the progress of Housing Element programs. This report is to be distributed to the Department of Housing and Community Development and the Governor's Office of Planning and Research, in accordance with State Housing Element Law.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: Report to the City Council by August 1 of each year on the implementation of the Housing Element.

Potential Funding: General Fund.

Quantified Objective: N/A.

Action 2: Require social service agencies and non-profit organizations that receive CDBG funding from the City to record information on the residences of clients served.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: The City will require agencies receiving CDBG funds to provide quarterly reports on their activities in a format consistent with the City's annual CDBG reporting requirements to the federal government.

Potential Funding: CDBG.

Quantified Objective: N/A.

Action 3: Whenever land use regulations, land use designations, or housing programs are proposed for adoption or modification, the Community Development Department shall analyze the proposed changes to determine consistency with the Housing Element and other elements of the General Plan.

Implementation

Responsible Agency: Laguna Niguel Community Development Department.

Timeframe: As amendments are proposed.

Potential Funding: General Fund.

Quantified Objective: N/A.

**Table II-5
Housing Plan Summary**

Program 1: Provision of Adequate Housing Sites	Action	Funding Source	Responsible Agency	Timeframe
Objective: Identify and monitor the use of vacant land for the construction of new housing units to meet the City's identified housing need in the SCAG RHNA allocation for Laguna Niguel.	1	General Fund	Community Development Department	Ongoing
	2	General Fund	Community Development Department	Two Years

Program 2: Sites for the Homeless and Emergency Shelters	Action	Funding Source	Responsible Agency	Timeframe
Objective: Promote and assist in the development of emergency shelters and transitional housing.	1	General Fund, CDBG, and California Emergency Housing Assistance Program or Multi-family Housing Program	Community Development Department	Ongoing

Program 3: Affordable Housing Development	Action	Funding Source	Responsible Agency	Timeframe
Objective: Promote and assist in the development of housing for Low- and Moderate-income households.	1	General Fund	Community Development Department	Ongoing
	2	HOME, Mortgage Revenue Bonds, state or federal tax credits, state Pre-development Loan Program, private foundation, California Child Care Facilities Finance Program	Community Development Department	2001/2002
	3	Federal Section 202, Federal Section 8 New Construction Program, HOME Mortgage Revenue Bonds, state or federal tax credits, Federal Section 321, Federal Section 911 Program	Community Development Department	One Year

Program 3: Affordable Housing Development	Action	Funding Source	Responsible Agency	Timeframe
	4	General Fund	Community Development Department	Current and ongoing
	5	HOME, Section 8 New Construction Program, Mortgage Revenue Bonds, state or federal tax credits, California Multi-family Housing Program	Community Development Department	Three Years

Program 4: Removal of Governmental Constraints	Action	Funding Source	Responsible Agency	Timeframe
Objective: To remove as many governmental constraints as feasible, in order to help encourage and promote the construction of housing affordable to Low- and Moderate income households.	1	General Fund	Community Development Department	Two Years

Program 5: Conserve and Improve Existing Housing Affordable to Low and Moderate Income Households.	Action	Funding Source	Responsible Agency	Timeframe
Objective: To conserve and improve existing housing which is affordable to low- and moderate-income households.	1	General Fund, CDBG, and California Emergency Housing Assistance Program or Multi-family Housing Program	Community Development Department	Ongoing
	2	General Fund, inspection fees, CDBG, HOME, California Multi-family Housing Program	Community Development Department	Current and Ongoing
	3	General Fund	Community Development Department	Current and Ongoing
	4	General Fund/CDBG Funding	Community Development Department	Current and Ongoing

Program 5: Conserve and Improve Existing Housing Affordable to Low and Moderate Income Households.	Action	Funding Source	Responsible Agency	Timeframe
	5	General Fund	Community Development Department	Current and Ongoing
	6	General Fund	Community Development Department	Current and Ongoing
	7	General Fund and permit fees from condominium conversions	Community Development Department	Current and ongoing
	8	General Fund, CDBG, Mortgage Revenue Bonds, California Multi-family Housing Program, Federal Section 223 Program	Community Development Department	Ongoing

Program 6: Promote Housing Opportunity	Action	Funding Source	Responsible Agency	Timeframe
Objective: Promote equal housing opportunity for all residents of Laguna Niguel.	1	CDBG	Community Development Department	Annual and Ongoing

Program 7: Housing Element Monitoring and Reporting	Action	Funding Source	Responsible Agency	Timeframe
Objective: Develop monitoring and reporting programs for the Housing Element and ensure the Housing Element is internally consistent with other elements of the General Plan.	1	General Fund	Community Development Department	Annually
	2	CDBG	Community Development Department	Quarterly
	3	General Fund	Community Development Department	As needed

III. HOUSING NEEDS ASSESSMENT

A. POPULATION CHARACTERISTICS

According to 1990 U.S. Census data, the City of Laguna Niguel has steadily grown from a population of 44,400 persons at the time of the City's incorporation in 1989 to 59,166 persons in 1999. Increasing by over a thousand people each year, this 33 percent growth rate was more than double the growth rate for Orange County as a whole, which increased in population by 15.1 percent during the same period. As shown in Table III-1, the rate of growth in Laguna Niguel and Orange County has fluctuated throughout the past decade. Population growth in Orange County fluctuated between 1 percent and 2 percent during the past decade. Laguna Niguel has experienced greater annual fluctuations, largely due to differences in the rate of homebuilding among the City's master planned communities and an overall slowdown in the rate of housing since the mid-1990s. The growth rate dropped from a high of 7 percent in 1990-91 to a low of 2 percent since 1995. The lower growth rate is due to build-out and lower living costs in nearby cities. It is expected that the City's rate of growth will continue at a modest pace over the next five years as the City approaches build-out of its residential areas.

Orange County's growth rate during the 1980s was 24.7 percent, while the state experienced a slightly higher growth rate of 25.7 percent.

Table III-1
Population Trends for Laguna Niguel

Year	City		County	
	Population	Growth Rate	Population	Growth Rate
1990	44,400	--	2,410,556	--
1991	47,850	7%	2,443,700	1%
1992	50,100	5%	2,488,725	2%
1993	52,500	5%	2,533,250	2%
1994	53,900	3%	2,569,050	1%
1995	54,800	2%	2,597,075	1%
1996	55,700	2%	2,632,375	1%
1997	56,700	2%	2,677,375	2%
1998	58,100	2%	2,734,375	2%
1999	59,166	2%	2,775,619	2%

Source: California Department of Finance Historical City/County Population Estimates 1990-1999, with 1990 Census Counts.

SCAG's 1998 forecasts predict that population growth in Orange County will grow at a rate of approximately 5 percent every five years (SCAG, 1998 RTP Adopted Forecast, April 1998). SCAG's total projected population growth rate for the years 2000 through 2020 is 21 percent. Also, SCAG forecasts project that the number of households in Orange County will increase by approximately 5 percent every five years, as shown in Table III-2.

Table III-2

SCAG Projections

	1994	2000	2005	2010	2015	2020
Households						
Orange County	868,200	910,000	952,500	1,013,000	1,064,400	1,102,300
Laguna Niguel	20,373	20,957	21,550	22,396	23,115	23,644
Population						
Orange County	868,227	910,009	952,467	1,012,975	1,064,387	1,102,277
Laguna Niguel	54,075	57,255	59,126	60,502	61,260	62,258

Source: SCAG, 1998 RTP Adopted Forecast, April 1998.

Ethnicity

Table III-3 indicates that the White population was by far the largest racial/ethnic group within the City in 1990. Laguna Niguel had higher percentages of Whites (88%) and Asian/Pacific Islanders (8%) than either the County or the State. However, the City also had significantly lower percentages of Blacks, Hispanics, Native Americans, and other races when compared to the County and State. As shown on Table 4, the Hispanic population represents a small percentage of the population in Laguna Niguel, but represents a quarter of the State population.

Table III-3

Persons by Race in 1990

Race*	City Population	Percent of Population	County Population	Percent of Population	State Population	Percent of Population
White	39,254	88 %	1,896,724	79 %	20,555,653	69 %
Black	659	1.4 %	41,632	2 %	2,198,766	17 %
Asian/Pacific Islander	3,392	8 %	250,136	10 %	2,847,835	10 %
Native American	145	0.2 %	12,834	1 %	248,929	1 %
Other	950	2.4 %	209,230	9 %	3,908,838	13 %
Total	44,400	100 %	2,410,556	100 %	29,760,021	100 %

Source: 1990 US Bureau of Census

*Population of Hispanic origin may be of any race and are reflected in the total population counts by race.

Table III-4
Persons by Hispanic Origin in 1990

Race	City Population	Percent of Population	County Population	Percent of Population	State Population	Percent of Population
Non-Hispanic	40,933	92 %	1,853,599	77 %	22,202,471	75 %
Hispanic*	3,467	8 %	556,957	23 %	7,557,550	25 %
Total	44,400	100 %	2,410,556	100 %	29,760,021	100 %

Source: 1990 US Bureau of Census

*Population of Hispanic origin may be of any race and are reflected in the total population counts by race.

Age

Table III-5 indicates the age distribution in Laguna Niguel residents in 1990. The largest percentage of the population was between 30 and 40 years of age, which is representative of the average population distribution trends of the nation as a whole. Like national averages, the population will age and the number of elderly persons will increase, which will change housing needs in the future. For example, often the elderly population owns their housing units, yet cannot afford repair and rehabilitation due to income limitations. Therefore, housing needs for home repair, elderly assistance, and housing rehabilitation will increase as the elderly population increases.

In comparison, the largest percentage of the County's population was in the 18 to 29 age group. The County had a smaller percentage of people between the ages of 30 and 50. Ten years have passed since the census was taken, and people have aged into the next age grouping since 1990, resulting in a larger population over age 65. However, since people change their residences approximately every seven years, people have moved in and out of the community since 1990, possibly affecting age distribution. Therefore, it may be incorrect to assume that age distribution has increased at an equal rate between each age group. Although the current age distribution cannot be determined, in general, the population has aged and there are more senior residents than in 1990.

Since Laguna Niguel is composed primarily of middle-aged adults that are most able to afford adequate housing, the need for elderly housing or housing for young adults was not as prevalent during the 1990s. During the next ten years, however, an increasing percentage of older adults will reach retirement age. A higher demand for single family homes will prevail until enough of the population reaches an advanced age at which time assisted housing options or managed care better meets their needs.

Table III-5
Age Distribution in the City of Laguna Niguel

Age	Population		Percent of Population	
	City	County	City	County
Under 5 years	3,742	183,339	8 %	8 %
5 to 17 years	6,802	404,576	15 %	17 %
18 to 29 years	7,847	544,794	18 %	23 %
30 to 39 years	10,013	437,997	23 %	18 %
40 to 49 years	7,531	324,700	17 %	13 %
50 to 65 years	5,096	296,159	11 %	12 %
Over 65 years	3,069	218,991	7 %	9 %
Total	44,400	2,410,556	100 %	100 %

Source: 1990 US Bureau of Census

B. HOUSEHOLD CHARACTERISTICS

1. Household Size

According to the 1990 US Census data, the majority of the 17,172 households in Laguna Niguel were two-person households, followed by three-person households and single persons as shown in Table III-6. Analysis of the number of people per household in 1990 reveals that the majority of households in the City and County were two-person households at 39 percent and 32 percent respectively. The City had a slightly higher percentage of three-person households than one-person households, and low percentages of five or more person households. In contrast, the County had a higher percentage of one-person households than three-person households, and a higher percentage of five or more person households than the City.

Table III-6
Persons in Household 1990

Household Type	Laguna Niguel	Percent	Orange County	Percent
1 person	3,184	19 %	171,119	21 %
2 persons	6,637	39 %	266,598	32 %
3 persons	3,331	19 %	144,942	18 %
4 persons	2,729	16 %	125,433	15 %
5 persons	922	5 %	58,515	7 %
6 persons	254	1 %	27,042	3 %
7 or more persons	115	1 %	33,417	4 %
Total	17,172	100 %	827,066	100 %

Source: 1990 US Bureau of Census Data.

2. Household Type

The U.S. Census Bureau considers all people living in a dwelling unit as a household, whether or not they are related. People living in retirement and convalescent homes, dormitories or other group living situations are not considered households. Households can be organized into families, but not all households are defined as families. According to 1990 US Census Data there were 12,589 families in Laguna Niguel comprised of different family organizational structures as shown on Table III-7. Families are not limited to parent, spouse, and child relationships. Grandchildren, other relatives, and others living within a family setting are considered families. Single adults living separately or together, are not considered families, but are considered households.

Table III-7	
Household Type and Relationship	
Family Households	
Relationship	Number of People
Head of House	12,589
Spouse	10,726
Born to or Adopted Children	12,064
Step-children	618
Grandchildren	137
Other relatives	1,266
Non-relatives	597
Non-Family Households	
Male head of house living alone	1,317
Male head of house not living alone	877
Female head of house living alone	1,826
Female head of house not living alone	629
Non-relatives	1,739
Group Quarters	
Institutionalized persons	15
Other persons in group quarters	0

Source: 1990 US Bureau of Census

There were approximately 6,089 households with children under age 18 years in 1990 as shown in Table III-8. Most households with children were married-couple households (84 percent), although 13 percent of households with children were female-headed households. However, households with children comprise 36 percent of the total number of households in Laguna Niguel. In comparison, Laguna Niguel has more households with children under age 18 years (36 percent) than Orange County (33 percent). Orange County has a lower percentage of married-couple

households with children (82 percent), but a higher percentage of male-householders (5 percent) and female householders (14 percent) with children.

Since most young children under age 18 years are in married-couple households, households with children in Laguna Niguel are less likely to be in need child support services or financial support services since two parents are available to raise and/or financially support the children rather than single mothers whom have more difficulty finding affordable housing. However, an overwhelming majority of single-parent households were female householders whom often require support services for their children because they receive lower wages than their male counterparts. It should be noted that households with children do not comprise a majority of households in Laguna Niguel. Therefore, the need for child support services would be small compared to the need for assisted housing units as 64 percent of all households do not have children.

Table III-8			
Household Type and Presence of Children Under Age 18			
Household Type	Households with Children	% of Households with Children	% of all Households
Laguna Niguel			
Married Couple	5,126	84 %	30 %
Other Family - Male Householder	169	3 %	1 %
Other Family - Female Householder	794	13 %	5 %
Total	6,089	100 %	36 %
Orange County			
Married Couple	231,247	82 %	28 %
Other Family - Male Householder	13,740	5 %	< 1 %
Other Family - Female Householder	38,750	14 %	5 %
Total	283,737	100 %	33 %

Source: 1990 US Bureau of Census

There are 12,589 families in Laguna Niguel. Approximately 10,260 children under age 18 years were within a family environment consisting of their born-to or adopted parent(s), as shown in Table III-9. Approximately 84 percent of children within a family in Laguna Niguel and Orange County are in a married-couple family. Male-headed families in the City and County tended to have a higher percentage of children age 5 years and under and age 12 to 17 years, while female-headed families in the City and County tended to have more children between the ages of 6 and 17 years. Married couples in the City and County had a higher percentage of children age 5 years and under than children age 6 to 17 years.

Married couples are more inclined to have younger children than single-parent households because divorce, separation, or other circumstances usually do not occur until children are older. Of the single parent households, males tended to have a higher percentage of very young children and older children, who usually demand more financial support than children age 6 to 11. However, female-headed households had a higher number of children of all ages than male-households. As discussed above, female-headed households are more in need of financial or support services than male-headed households due to disparities in income. Since most children are in a married couple family, the need for outside support for single mothers is small.

Table III-9
Family Type and Age of Children

Age	Children in Married Couple Family		Children in Male-Headed Family		Children in Female-Headed Family	
	City	County	City	County	City	County
5 and under	3,838	163,928	119	8,054	252	15,580
6 to 11 years	2,789	145,392	32	6,122	533	21,691
12 to 17 years	2,081	125,946	112	7,077	504	25,632
Total	8,708	435,266	263	21,253	1,289	62,903

Source: 1990 US Bureau of Census

3. Household Income

Households can also be characterized by income and are described according to four income group categories. Each of the four categories measures a household's ability to afford housing based on their income compared to the County's median income. Households in the very low-income category earn 50 percent or less of the median area income (in Orange County) while low-income households earn between 50 percent and 80 percent of the area median income. Moderate-income households earn between 80 percent and 120 percent of the area median income and above moderate-income households earn above 120 percent of the median income.

Table III-10 compares household income percentages between Laguna Niguel and Orange County. The median household income in Orange County was \$45,922 in 1989. Based on this figure, the table shows that, while the County experienced an income distribution of primarily very low- and above moderate-incomes, the City's distribution had a comparatively lower percentage of very low- income households, increasing to a high percentage of above moderate household income. Approximately 71 percent of the City's households had moderate- or above moderate-incomes.

Table III-11 compares 1989 and 1999 income levels in Orange County for one person to eight person households. According to HUD, the median income for Orange County in 1999 is \$68,300, an increase of (31 percent) since 1989. However, HUD's median income for Orange County is artificially inflated because of high living costs in the County. HUD inflates the median income so that more people can qualify for housing assistance since housing costs are

exceptionally high in Orange County compared to other areas. The 1989 income levels differ between Tables III-9 and III-10 because the 1990 U.S. Census and HUD cite different median incomes. The 1990 U.S. Census states that the 1989 median income was \$45,922, while HUD lists the 1989 median income as \$52,200. However, neither HUD nor the 1990 U.S. Census provide a break-down of household data useful for both tables. Therefore, the 1990 U.S. Census data was used in Table III-9 to show the number and percentage of households within each income group and HUD data was used for Table III-10.

People in the above moderate-income group experienced a higher amount of real dollar increase than those in the very low-income group, although all income groups experienced a 49 percent income growth rate. Therefore, people with higher incomes are able to afford a variety of housing options, while lower income groups have fewer opportunities to expand their housing options.

Table III-10
Households by Income Group in 1989

Income Group	Income Criteria	Laguna Niguel	Orange County
Very Low	Less than \$22,961	2,055 (12%)	217,402 (26%)
Low	\$22,961 - \$36,737	2,244 (13%)	111,597 (14%)
Moderate	\$36,737-\$55,106	3,193 (19%)	173,034 (21%)
Above Moderate	\$55,106 and up	9,746 (56%)	326,816 (39%)
Total	--	17,238 (100%)	828,849 (100%)

Source: 1990 US Bureau of Census

Table III-11

Comparison of Household Income Categories in 1990 and 1999
(Based on Orange County Median Income for Four-Person Household)*

Income Group	Income Level in 1990		Income Level in 1999			
Very Low	\$26,100		\$34,150			
Low	\$41,760		\$47,800			
Median	\$52,200		\$68,300			
Moderate	\$62,640		\$81,960			
Federal Income Guidelines**						
Number of Persons in Household	Very Low Income Limit		Low Income Limit		Moderate Income Limit	
	1990	1999	1990	1999	1990	1999
One	\$18,250	\$23,900	\$28,131	\$33,450	\$43,870	\$57,350
Two	\$20,810	\$27,300	\$32,710	\$38,250	\$50,010	\$65,550
Three	\$23,300	\$30,750	\$37,170	\$43,000	\$56,510	\$73,750
Four	\$26,100	\$34,150	\$41,760	\$47,800	\$62,640	\$81,950
Five	\$28,190	\$36,900	\$45,100	\$51,600	\$67,651	\$88,500
Six	\$30,160	\$39,600	\$48,260	\$55,450	\$72,390	\$95,050
Seven	\$32,270	\$42,350	\$51,640	\$59,250	\$77,450	\$101,600
Eight	\$34,530	\$45,100	\$55,250	\$63,100	\$82,880	\$108,150

Source: HUD 1990 and 1999 Income Guidelines, Orange County Housing and Community Development Department.

- Based on County income categories for a household of three persons: very low = <50% of county median income; low = 50-80% of county median income; moderate = 80-100% of county median income; above moderate = 100-120% of county median income

** Based on federal income guidelines: very low = <50% of county median income; low = 50-80% of county median income; moderate = 80-120% of county median income

a. Poverty

According to 1990 U.S. Census data, approximately 3 percent of the City's population was below the poverty level, which ranged from \$6,652 for a single person to \$19,561 for a family with five children. Of people below the poverty level, 84 percent were White and 10 percent were Asian/Pacific Islander, which corresponds to the overall population. However, in comparison to ethnic population distribution, other minorities had a slightly disproportionately higher rate of poverty than Whites. Most impoverished Whites were adults age 18 to 64 followed by children under age 5, whom were most likely the children of the impoverished adults.

By comparison, 8 percent of the County's population was below the poverty level and 62 percent of the impoverished were White as compared to a total White population percentage of 79 percent. Blacks and American Indians comprised equal percentages of impoverished as represented in the total population (2 percent and 1 percent respectively). Although Asian/Pacific Islanders comprise 10 percent of the total population, they represent 16 percent of the impoverished. Likewise, other races represent 9 percent of the total population, but 19 percent of all impoverished persons in the County. 1990 U.S. Census data for the State reveal that approximately 18 percent of the total population is below the poverty level, with poverty rates of 64 percent White, 17 percent Other, 11 percent Black, 7 percent Asian/Pacific Islander, and 1 percent American Indian. Blacks and other races in the State represent a higher percentage of people below the poverty level than Whites and Asian/Pacific Islanders. Laguna Niguel has a comparatively lower percentage of people below the poverty level, but a similar racial composition of the impoverished as the State. The County's poverty percentages were not representative of the State or similar to Laguna Niguel.

The majority of people below the poverty level in Laguna Niguel were age 18 to 65 years (66 percent). Children age 17 years and younger comprised 29 percent of all impoverished people. The majority of these children were age 5 and under, and are likely the children of young single White mothers whom are female heads of household. These women with children comprise nearly 60 percent of all impoverished households with children. Only 6 percent of all impoverished persons were age 65 or older, and all were White. The poverty rates for each age group correlated to approximately 3 percent of each age group's total population. Since there are few elderly persons below the poverty level, efforts to lower the number of persons in poverty should focus on adults with children.

C. EMPLOYMENT TRENDS

1. Area Profile of Employment

SCAG County Employment Projections prepared in 1998 forecast a stable employment market, growing approximately 11 percent every 5 years from 1,381,700 employees in 2000 to 2,116,600 employees in 2020 (SCAG, 1998 RTP Adopted Forecast, April 1998). "White collar" employers, specifically those involved in retail sales, finance, insurance, real estate, and manufacturing distribution, were the primary industries in the City. Most positions in these industries held by residents were managerial and professional, sales, and administrative support. The major employers in Laguna Niguel are Walmart, Mervyns, the Federal Government, Ralphs, Vons, Albertsons, Costco, Mercedes Benz of Laguna Niguel, Allen Cadillac, and the County Courthouse/Regional Facility. Of these ten employers, the majority are retail, primarily supermarket and warehouse chains. The City will add 11,136 jobs through build-out according to SCAG projections. Therefore, the projected employment figure at build-out is 23,259 persons. These jobs are mostly low and moderate wage positions that, if filled by primary wage earners from outside the Laguna Niguel area could increase the local demand for affordable housing.

According to State Employment Development Department (EDD) 1995-2002 projections data for Orange County, retail sales, general management, general office clerks, and cashiers are the major occupations in the County. Approximately 133,680 people were employed in these occupations in 1995, with a projected growth in 2002 to 150,760 people. The fastest growing occupations in the County between 1995 and 2002 are flight attendants (144 percent growth), systems analysts-electronic data processors (52 percent), ticket agents (49 percent), surgical technicians (49 percent) and computer engineers (45 percent). However, even with growth, the number of people employed in each of these occupations is far below the number of people working in retail and general management/clerical positions. For example, it is projected that there will be 610 flight attendants in 2002, while there will be openings for an additional 15,730 retail salespersons and 14,420 cashiers. A number of white collar office jobs, such as bank tellers and typists, will experience decline between 1995 and 2002 due to changing technologies and computerization. Various blue collar professions will also experience decline, including butchers, refuse collectors, and machinists, also due to mechanization and technological advances.

Since the number of comparatively lower paying service jobs is increasing, housing affordability will become a growing problem. More housing assistance programs or high density housing units may be needed as overall wages decrease.

2. Unemployment

Unemployment in the City for individuals over 16 years of age in 1990 was approximately 2 percent. According to the EDD, the unemployment rate decreased in 1999 to 1.6 percent for the City. The unemployment rate for Orange County was 2.6 percent. As of September 1999, there were 29,050 people in the labor force of Laguna Niguel, with 28,600 people employed. Due to the City's low unemployment rate, most new workers for jobs created in the City will probably come from outside the community.

Low unemployment rates may be a result of higher educational attainment within the community. The majority of the population in Laguna Niguel is White or Asian/Pacific Islander. Both of these ethnic groups tend to attain higher levels of education than other ethnic groups. The comparison between the City and County in Table III-12 shows that a higher percentage of Laguna Niguel residents have more college background than residents in Orange County. This may be a factor in the City's low unemployment rate.

Table III-12

Educational Attainment Levels for Persons 25 Years and Older in 1990

Education Level	Laguna Niguel	Orange County
Less than 9 th Grade	277 (1%)	137,282 (7%)
9 th to 12 th Grade - No Diploma	954 (3%)	148,275 (9%)

High School Graduate (or GED)	3,978 (13%)	307,521 (21%)
Some College No Degree	8,465 (28%)	373,700 (26%)
Associate Degree	3,101 (10%)	135,322 (9%)
Bachelor's Degree	8,827 (29%)	286,188 (19%)
Graduate or Professional Degree	4,663 (15%)	138,911 (19%)
Total	100%	100%

Source: 1990 US Bureau of Census

D. SPECIAL NEEDS GROUPS

Special needs are defined as any physical, economic, social, or cultural characteristics that are present in a substantial percentage of the local population that distinguish individuals from the general population with respect to their physical and financial housing needs and support services. Characteristics such as age or physical limitations may comprise a large portion of a particular community in which case, it is important for the community to have the housing means to serve such members of the community. For example, handicap accessible housing or units that are designed to aid the physical limitations of the elderly may be needed in a community with large populations of this special needs group, or a community may have a large population of large families that need adequately sized housing at a low cost. Affordability issues are also important to groups such as female-headed households, college students, farm workers, or military personnel. Therefore, the City needs to evaluate the types of special needs groups in the City to address the special housing needs.

1. Mobility/Self-Care Limitations

Approximately 2 percent of the City's residents have physical conditions that affect their ability to live independently in a conventional residential environment. These individuals have mobility impairments, self-care limitations, or other conditions that may require special housing accommodations or financial assistance. Individuals with such disabilities can have a number of special needs that distinguish them from the population at large:

1. Individuals with mobility difficulties (such as those confined to wheelchairs) may require special accommodations or modifications to their homes to allow for continued independent living. Such modifications are often called "handicapped access."
2. Individuals with self-care limitations (which can include persons with mobility difficulties) may require residential environments that include in-home or on-site support services, ranging from congregate to convalescent care. Support services

can include medical therapy, daily living assistance, congregate dining, and related services.

3. Individuals with developmental disabilities and other physical and mental conditions that prevent them from functioning independently may require assisted care or group home environments.
4. Individuals with disabilities may require financial assistance to meet their housing needs because a higher percentage are low-income than the population at large and their special housing needs are often more costly than conventional housing.

Laguna Niguel is a relatively affluent community where most individuals with disabilities, or their family members, are able to pay for special accommodations or housing arrangements to meet their needs. However, a segment of the disabled population, particularly low-income and retired individuals, may not have the financial capacity to pay for needed accommodations or modifications to their homes. In addition, even those able to pay for special housing accommodations may find them unavailable in Laguna Niguel.

Disabled persons often require special housing features to accommodate physical limitations. Some disabled persons may have financial difficulty from the cost of having their special needs met or due to difficulty in finding appropriate employment. Although California Administrative Code Title 24 requires that all public buildings be accessible to the public through architectural standards such as rampways, large doors, and restroom modifications to enable handicap access, not all available housing units have these features. According to the 1990 U.S. Census, there were approximately 1,300 non-institutionalized disabled persons over age 16 in Laguna Niguel, which is less than 2 percent of the City's population. Table III-13 shows that most disabled persons were between the ages of 16 and 64. It is important to note that not all disabled persons are in need of housing.

The City has been able to produce one project, Alicia Park Apartments, with three units designated for handicapped occupancy. Rent on these units is restricted to allow for the use of Section 8 rental assistance certificates and vouchers.

Disabilities can also affect a person's employment status. Those with work disabilities may want to need to find work, but are unable to do so because of their physical limitations. Three percent of people aged 16 to 64 years have only a work disability. Difficulties in finding adequate employment can affect a person's ability to afford sufficient housing that serves their special needs.

Since there are few people with mobility and self-care limitations in the City, the need for special housing or assisted living may be adequately served.



Table III-13

Mobility and Self-Care Limitation Status

Disability	City	% of Age Group	County	% of Age Group
16 to 64 Years				
Mobility Limitation Only	100	< 1 %	12,336	1 %
Self-care Limitation Only	458	1 %	35,713	2 %
Mobility and Self-care Limitation	133	< 1 %	12,099	1 %
No Mobility or Self-care Limitation	30,744	98 %	1,585,063	96 %
65 to 74 Years				
Mobility Limitation Only	53	3 %	4,880	4 %
Self-care Limitation Only	43	2 %	4,116	3 %
Mobility and Self-care Limitation	57	3 %	4,320	3 %
No Mobility or Self-care Limitation	1,918	93 %	115,247	90 %
75 Years and Over				
Mobility Limitation Only	73	7 %	9,398	12 %
Self-care Limitation Only	45	5 %	3,752	5 %
Mobility and Self-care Limitation	113	11 %	9,012	11 %
No Mobility or Self-care Limitation	759	77 %	58,524	73 %

Source: 1990 US Bureau of Census.

2. Elderly

The elderly face both financial and accessibility problems in finding suitable housing. Many elderly persons are on a fixed income, which limits their options, and, when compounded by mobility limitations or the need for extra assistance, it can become very challenging for the elderly to have their needs meet. There were approximately 3,061 people age 65 years and over in Laguna Niguel in 1990, of which 990 were age 75 and over. As shown in Table III-13 above, 23 percent of people age 75 years and over had mobility and/or self-care limitations. Approximately 27 people (1 percent) age 65 to 74 years and 50 people (5 percent) age 75 years and over had incomes below the poverty level in 1989 as discussed on page 35 (US Census Data, 1990). Over half of the people below the poverty level in both age groups were women and all elderly people below the poverty level were White. There are nine residential care/nursing homes in Laguna Niguel including two All Seasons Garden Homes, Good Shepherd Lutheran Homes, Laguna Palms, Niguel Woods Homes, Quality Life Homes, Shalin Care Inc., Classic Companion Home Care, and Pleasant View Home 2.

The majority of elderly persons live in owner occupied housing units. According to the 1990 U.S. Census, 9 percent of all occupied housing units are owned by persons 65 years or older. Whereas, only 1.6 percent of the total occupied housing units are renter occupied by persons 65 years of age or older. Therefore, of people age 65 years and over, 85 percent own and 15 percent rent their housing. The 1990 U.S. Census data listed 15 people within nursing home facilities in Laguna

Niguel, compared to 10,791 people living in nursing homes in Orange County. The fact that most elderly own their own house suggests that many of the elderly located in the City are long time residents and are not in need of special housing.

However, this does not mean that older households do not experience financial difficulties in properly maintaining their homes, paying customary housing expenses, or meeting monthly rental expenses. The 1990 U.S. Census reports that 349 (27 percent) of homeowners 65 years of age or more and 169 (59 percent) renters in the this age group paid 30 percent or more for housing. These data on the incomes and housing expenses of households 65 years and older indicate that a substantial number (although by no means the majority) of these older adults may need assistance to either:

1. repair and maintain their dwellings units;
2. relocate to housing without such high maintenance and repair cost;
3. afford their current rental housing; or
4. relocate to more affordable rental housing specifically designed for seniors.

Most elderly persons own their homes and may need assistance with repairs and upkeep. The City may wish to focus on helping maintain these properties so that repairs do not become too large in the future and compromise the condition of the housing stock. Although they are few in number compared to housing owners, over half of the elderly renters pay at least 30 percent or more of their income on housing and the City may want to focus on rental housing assistance for these elderly renters.

3. Female Heads of Household

Most female-headed households are either single elderly women or single mothers. Traditionally, these two groups have been considered special needs groups because their incomes tend to be lower, making it difficult to obtain affordable housing, or because they have specific physical needs related to housing (such as child care or assisted living support). Single mothers, in particular, tend to have the most difficulty in obtaining suitable, affordable housing.

According to 1990 U.S. Census data, of the 12,589 families within the 17,172 households in Laguna Niguel, 1,301 families (10 percent) are female-headed households. Thirteen percent of households with children in the City were female-headed households. Of the 1,301 female-headed households, 414 had children over age 18, while 887 had children under age 18. There were 1,562 children in the 887 female-headed households with children under 18, which is approximately 1.8 children per household. The highest percentage of children were 12 years of age or older (50 percent) followed by children between the ages of 6 and 11 (34 percent) and children 5 years of age or younger (16 percent).

According to the 1990 U.S. Census data for the City, 210 female headed households were below the poverty level, which was 43 percent of all families below the poverty level, but only 1.2 percent of the total number of households. The Census defines poverty as the relationship of income to the number of children under 18 years in the household. Based on the Census formula, the average poverty threshold for a family of four persons is \$12,674. Because of these high poverty levels, female heads of households often spend more on immediate needs such as food, clothing, transportation, and medical care, than on home maintenance, which results in living units falling into disrepair.

Since there are few families below the poverty level in Laguna Niguel, basic needs are likely met by female-headed households. However, some female-headed households may be large in size, and therefore, finding adequately sized housing that is affordable may be difficult as discussed below.

4. Large Families

Large families can have difficulty securing adequate housing because they cannot afford houses large enough to serve their needs. It becomes even more difficult when large families try to find adequate rentals within their budget, because rentals are typically smaller. As shown in Table III-14, the number of large households in Laguna Niguel that own the units they occupy is significantly greater than the number of large households that rent. Large households are defined as households with five or more persons. In 1990, there were approximately 1,291 households of five or more persons in the City and 121,459 households of five or more persons in the County. Of this total number of households in the City, 922 were five persons, 254 were six persons, and 115 were comprised of seven or more persons. Households of five or more people comprised 8 percent of all households in the City and 15 percent of all households in the County. In addition, the City contains more housing units with four or more bedrooms than the number of large households with the need for multi-bedroom dwelling units.

Although there are few large families in the City, the cost for large housing units can be expensive as discussed later in the Community Profile. Programs to provide affordable large units may be ideal to serve the needs of large families.

Table III-14
Large Families

Number of Persons in Household	Owner Occupied	Renter Occupied
5	795	127
6	213	41
7+	88	27
Total	1,096	195

Source: 1990 U.S. Census

5. Farm Workers

Farm workers tend to have low incomes due to the manual nature of their work, and they tend to have families with children and larger sized families. Therefore, finding affordable housing large enough to efficiently accommodate their family is the most pressing need faced by farm workers. Migrant farm workers need affordable housing on a seasonal basis. According to the 1990 U.S. Census data, there were 137 people employed in farming, forestry, and fishing occupations. This is less than 1 percent of the City's total population age 16 and over.

The need for farm worker housing is not necessary since the City and surrounding areas are nearly fully developed and have no significant agriculture.

6. Homeless

As stated in the 1992 Laguna Niguel Housing Element, the homeless population refers to persons lacking consistent and adequate shelter. Homeless persons can be considered resident (those remaining in an area year-round), or transient. Emergency and transitional shelters can help to address the needs of the homeless. Emergency shelters provide a short-term solution to homelessness and involve limited supplemental services. Transitional shelters, in contrast, are directed towards removing the basis for homelessness. Shelter is provided for an extended period of time, and is combined with other social services and counseling to assist in the transition to self-sufficiency. The nature of the homeless population makes exact counting difficult. According to the Homeless Issues Task Force, a division established by the County of Orange to quantify the number of homeless in the County, there are at least 10,000 homeless persons in Orange County. Although homeless and transients are only occasionally identified in the City, State law requires that each jurisdiction provide adequate sites to facilitate the development of emergency and transitional shelters. In addition, the homeless problem in the County stems, in part, from the lack of suitable, affordable housing. The State's comprehensive solution to the homeless problem requires that every jurisdiction in the County address the needs of the homeless.

The 1990-1991 Orange County Grand Jury recommended in its report on homelessness that the County appoint a blue-ribbon commission on homelessness. In 1991, the Orange County Board of Supervisors appointed a Homeless Issues Advisory Committee consisting of County agency heads. Consistent with the report's recommendations, the Board also appointed a Homeless Issues Coordinator. The mission of the former organization is to develop policies towards a comprehensive solution for homelessness. The function of the Homeless Issues Coordinator is to work with County and city agencies, housing advocate groups, and other interested parties in addressing the needs of the homeless. In addition to County-sponsored task forces/commissions, the Homeless Issues Task Force is a non-profit organization that addresses the needs of the homeless. This organization provides education on homeless issues and technical assistance to localities in the County. The Building Industry Association (BIA) has also been actively involved with the needs of the homeless. Through the activities of Home Aid, shelters within each supervisorial district have either been constructed, or rehabilitated/expanded.

Homelessness is caused by a number of social and economic factors including a breakdown of traditional social relationships, unemployment, shortage of low-income housing, and the de-

institutionalization of the mentally ill. The 1990 U.S. Census found no "visible" people living on the streets and no people in homeless shelters. However, Census counts are not generally accepted as an accurate reflection of homelessness. Because the homeless move around and are not always visible on the street it is difficult to get an accurate count of homeless persons in a community. Discussions with Saddleback Community Outreach, an organization offering emergency housing and other aid for the homeless on a daily basis reveal that there are over 1,000 people annually in need of assistance in the region, but they are not necessarily homeless residing in Laguna Niguel. The Dayle McIntosh Center provides emergency shelter for homeless persons with disabilities in Orange County at their six bed shelter in Garden Grove. During the past year, approximately 79 people used the emergency shelter, but it is not known how many persons used this service on a regular basis or if any were residents of Laguna Niguel. In 1999, the Orange Coast Interfaith Shelter assisted two families, totaling four individuals, who last resided in Laguna Niguel. Between 1994 and 1999, they assisted 57 households (249 individuals) who were from Laguna Niguel, which breaks down to about 10 households (42 people) each year. Most of those assisted were children (67 percent). Since only four people were assisted in 1999, the economic gains of the past few years have likely decreased the number of people seeking assistance, which is a trend that should continue. The Consolidated Plan states that the Sheriff's Department does not have any records of homeless people in the City. Therefore, the number of homeless in Laguna Niguel ranges from zero to 42 persons, which is significantly low.

Although there are no service providers in Laguna Niguel, special needs service providers in the area offer emergency shelter and food, but also give aid in the form of counseling, housing referrals and financial assistance, referrals to assisted care, group home and transitional housing, and abuse counseling/education for victims of domestic violence in the region. Saddleback Community Outreach operates one condominium housing complex in Laguna Niguel, a food pantry, financial aid, eviction prevention counseling, transitional housing, and emergency shelter. The organization serves approximately 1,200 persons each year from the entire region (John Rooney, November 1999). However, this organization is located in Laguna Hills and primarily serves people outside of Laguna Niguel as only four people from Laguna Niguel were documented at the organization. The Dayle McIntosh Center South County Branch office is located in Laguna Niguel and serves 1,000 to 2,000 disabled people annually through its advocacy program, housing search program, peer program, information referral program, and eviction prevention program (Shannon Carson, November 1999). However, they only serve the needs of the disabled who may not necessarily be homeless.

There are also organizations within Orange County, outside Laguna Niguel, that offer emergency shelter and transitional housing. The Women's Transitional Living Center in Fullerton offers services to battered women and children. They serve approximately 176 women, 306 children, and 1,100 walk-ins each year. The Community Services Youth Shelter in Laguna Beach offers emergency shelter for teens. They serve approximately 100 teens each year and offer counseling for 450 families. Currently they offer 6 beds for shelter, which are generally full, depending on the season. They plan to offer a transitional living program facility to help older teens learn how to live independently, finish school, and learn job skills (Linda Hunter, November 1999). Laura's House in San Clemente is an emergency domestic violence shelter offering 22 beds to women and children in need. The emergency shelter beds are always full, serving 400 to 600 people each

year. Laura's House plans on expanding its services to include transitional housing assistance for which six new transitional housing units would be developed (Victoria Maxwell, November 1999).

Group homes offer special assistance to a variety of housing needs ranging from correctional facilities to college dormitories to nursing homes. The 1990 U.S. Census showed no residents in correctional facilities, mental hospitals, juvenile institutions, college dormitories, military quarters, or emergency shelters or other group home, with the exception of nursing homes as discussed above. Approximately 34,438 people, or 1.4 percent of the County's population, live in all types of group quarters in Orange County, primarily nursing homes and correctional facilities.

A significant homeless problem in the City is unlikely because the poverty rate is low and there are few services in Laguna Niguel that would attract homeless persons from outside the community. Therefore, homeless persons would choose to be near organizations that offer aid, which are located in other cities, and would seek areas with lower living costs in order to provide as much for themselves as possible.

According to the EDD, residents of Orange County received less public assistance in 1998 than in any other year during the decade. Although the need remains great, public assistance roles have fallen statewide as hundreds of thousands of recipients have become employed or entered welfare to work programs. Most recipients of aid in the county in 1999 were Hispanic females between the ages of 21 and 44 with children, which suggests that single mothers continue to have substantial dependence on public assistance. Tables III-15 and III-16 lists the characteristics of recipients of Aid to Families with Dependent Children and other public assistance projects. Although there are few homeless and homeless programs in Laguna Niguel and the homeless population is anticipated to remain low as people in need seek less costly cities with more service programs, the City will continue to provide adequate zoning for additional facilities.

Table III-15			
Public Assistance Recipients by Program in Orange County			
Recipients by Program	1996	1997	1998
Aid to Families with Dependent Children			
Total	112,572	94,572	74,826
Adults	36,286	29,174	21,183
Children	76,286	65,398	53,643
Food Stamps	141,685	110,148	73,897
General Relief	2,446	1,544	954
Refugee Cash Assistance	919	277	224
Greater Avenue for Independence	6,364	9,314	NA
Total Recipients per Year	376,558	310,427	224,730

Source: Dept. of Social Services, Public Welfare in California, 1998.

Table III-16
Characteristics of Recipients of Aid to Families with Dependent Children in
Orange County

Characteristics	1996	1997	1998
Total Recipients Age 16 +	38,990	32,750	25,910
Male	7,470	6,270	4,960
Female	31,540	26,490	20,960
16-20	8,230	6,910	5,470
21-44	27,790	23,340	18,470
45-54	2,380	2,000	1,580
55+	610	510	400
White (Not Hispanic)	12,060	10,400	8,140
Black (Not Hispanic)	1,820	1,490	1,270
Hispanic	16,300	13,220	10,530
Asian/Pacific Islander	8,630	7,450	5,830
American Indian	50	60	50
Filipino	130	130	90

Source: Total figure is from Public Welfare in California, Department of Social Services.
Proportions by sex, age, and ethnicity are EDD estimates.

7. Veterans

The 1999 EDD and the U.S. Department of Veterans Affairs (VA) data shows a decline in the number of veterans in Orange County. From 1996 through 1998, the number of veterans decreased by nearly 1 percent. There were approximately 230,540 veterans in 1996, 229,550 in 1997 and 228,420 in 1998. An estimated 5 percent of all veterans in the County were women. Most veterans were Vietnam era veterans, followed by peacetime only veterans, and World War II veterans. However, those seeking assistance from the VA may not be in need of housing assistance, but rather informational or simple assistance from personnel. The data provided by the EDD and VA did not provide an analysis of those seeking emergency shelter or other needs related to housing. Likewise, there is no data regarding the number of homeless veterans in Laguna Niguel or Orange County based on the EDD's or VA's data.

However, as these veterans age, there will be a growing need for assistance with daily living and special housing accommodations. Many may qualify to live in a veteran's home.

E. HOUSING UNIT AND POPULATION PROJECTIONS

Housing unit and population projections at build-out in the year 2010 were prepared based on the City's adopted General Plan. The ultimate residential capacity of the City is projected to be 26,243 units, divided into 12,110 residential attached units and 14,133 residential detached units. Utilizing a generation factor of 2.35 persons per dwelling unit, the population at build-out is projected at 61,671 persons, assuming no vacancies (City of Laguna Niguel Housing Element, 1992).

F. HOUSING UNIT CHARACTERISTICS

The 1990 U.S. Census data for Laguna Niguel determined that there were 18,892 housing units in the City. A breakdown of the housing stock by housing type is presented in Table III-17. Most housing units are single-family detached units, although over a quarter of the units are multi-family units such as apartments and nearly a fifth of the units are single-family attached units.

Table III-17 1999 Laguna Niguel Housing Unit Mix				
	City		County	
Housing Type	Units	Percent of Total	Units	Percent of Total
Single-Family Detached	12,945	55 %	477,927	50 %
Single-Family Attached	4,208	18 %	108,831	11 %
Multi-Family	6,215	27 %	336,328	35 %
Mobile Homes	4*	0 %	31,796	3 %
Total Housing Units	23,372	100 %	954,882	100 %
Total Occupied Units	21,244	91 %	900,568	94 %
Vacancy Units	2,128	9 %	54,314	6 %

Source: California State Department of Finance, Population Estimates, January 1999.

*Note: While the Dept. of Finance reports 4 mobile homes in Laguna Niguel, the City does not have any mobile homes.

1. Housing Composition

Tables III-18 and III-19, derived from data provided by the California Department of Finance, show the total housing stock in the City and the County from 1990 to 1999. According to the tables, approximately 2,127 units are vacant in Laguna Niguel (9 percent) compared to 54,333 vacant units in Orange County (5 percent). Although Laguna Niguel has a higher vacancy rate than the County, there are slightly fewer persons per household in the City. Of the total housing units in the City from 1990 to 1999, single family detached housing units were the majority (54 percent), followed by multiple family five plus units (22 percent), single family attached units (20 percent), multi-family two to four units (5 percent) and mobile homes (< 1 percent). Orange County had slightly fewer single family detached housing units (49 percent), more multiple housing units of five plus units (26 percent), fewer single family attached housing units (12 percent), more multiple housing units of two to four units (9 percent), and more mobile homes (4 percent).

Table III-18
Laguna Niguel Population and Housing Estimates (1/1/90 through 1/1/99)

	Housing Units							Persons	
		<u>Single Units</u>		<u>Multiple Units</u>		Mobile		%	Per
Year	Total	Detached	Attached	2 to 4	5 Plus	Homes	Occupied	Vacant	Household
1990	18,992	10,215	4,195	698	3,880	4	17,263	9.1	2.590
1991	20,321	10,752	4,195	811	4,559	4	18,471	9.1	2.589
1992	20,881	11,090	4,225	861	4,701	4	18,980	9.1	2.641
1993	21,483	11,489	4,225	966	4,799	4	19,527	9.1	2.685
1994	21,897	11,771	4,239	1,024	4,859	4	19,904	9.1	2.705
1995	22,322	12,112	4,239	1,072	4,895	4	20,290	9.1	2.699
1996	22,620	12,339	4,239	1,111	4,927	4	20,561	9.1	2.708
1997	22,853	12,506	4,249	1,111	4,983	4	20,773	9.1	2.731
1998	23,124	12,702	4,249	1,130	5,039	4	21,019	9.1	2.763
1999	23,372	12,945	4,208	1,176	5,039	4	21,244	9.1	2.784

Source: California Department of Finance 1990-1999 City /County Population and
Housing Estimates, 1992-1999.

Table III-19
Orange County Population and Housing Estimates (1/1/90 through 1/1/99)

	Housing Units							Persons	
		<u>Single Units</u>		<u>Multiple Units</u>		Mobile		%	Per
Year	Total	Detached	Attached	2 to 4	5 Plus	Homes	Occupied	Vacant	Household
1990	875,105	434,510	104,423	82,892	221,435	31,844	827,097	5.5	2.8700
1991	885,797	438,159	105,034	84,255	226,504	31,845	837,108	5.5	2.8740
1992	894,995	441,050	105,314	85,117	231,589	31,925	845,746	5.5	2.8980
1993	902,280	444,388	105,658	85,718	234,566	31,950	852,556	5.5	2.9270
1994	908,322	447,428	106,124	86,155	236,653	31,962	858,139	5.5	2.9490
1995	915,867	452,522	107,232	86,367	237,767	31,979	865,212	5.5	2.9580
1996	926,033	457,950	107,552	86,605	241,947	31,979	874,662	5.6	2.9650
1997	935,097	464,338	107,904	86,846	244,244	31,765	883,229	5.6	2.987
1998	945,034	471,212	108,443	87,044	246,570	31,765	892,546	5.6	3.020
1999	954,882	477,927	108,831	87,316	249,012	31,796	900,568	5.7	3.040

Source: California Department of Finance 1990-1999 County/State Population and
Housing Estimates, 1992-1999.

2. Annual Growth of Housing Stock

The City's Community Development Department's data suggests that building activity in the City has fluctuated over the past decade ranging from 617 new dwelling units in 1991 to only 167 in 1998 (Table III-20). The decline in new dwelling unit permits is likely due to less land available for residential development as the community reaches build-out status. As building activity declines from a lack of available space, the City will need to focus on maintenance and reorganization of its housing units.

Table III-20 Building Activity Summary			
Year	Total Number of All Building Permits	Valuation (Millions)	Number of Dwelling Units
1990 (Aug. -Dec.)	1,232	\$24.447	127
1991	2,357	\$85.01	617
1992	2,200	\$95.335	544
1993	2,049	\$78.768	415
1994	2,237	\$101.411	418
1995	2,212	\$54.898	218
1996	2,218	\$44.026	226
1997	3,155	\$90.996	354
1998	2,669	\$54.764	167
1999	2,840	\$44.247	214

Source: Laguna Niguel Community Development Department 1999.

3. Housing Occupancy and Tenure

Analysis of housing occupancy and tenure gives insight into housing affordability, fair housing practices, and housing conditions as well as housing vacancy and general housing need. Of the 18,892 housing units, 17,172 units (91 percent) were occupied, while 1,720 units (9 percent) were vacant. As shown on Table III-12 the number of units has grown to 23,372 in 1999 of which 21,244 (91 percent) are occupied and 2,128 are vacant (9 percent). More units were owner occupied in 1990 (12,826 or 75 percent) than renter occupied (4,346 or 25 percent). In comparison, tenure of occupied units in the County in 1990 was 60 percent owner occupied (496,824 units) and 40 percent renter occupied (330,242 units).

Analysis of the 1990 U.S. Census data for Laguna Niguel shows that an equal percentage of Whites owned units (91 percent) or rented units (91 percent), while Asian/Pacific Islanders owned a higher percentage (6 percent) of units than rented (3 percent). All other races had higher rental rates than ownership rates at about a 2:1 ratio. In the County, Whites owned 437,585 units (88 percent) and rented 264,089 units (80 percent), while Asian/Pacific Islanders owned 37,901 units (8 percent) and rented 25,198 units (8 percent). In contrast, Blacks owned 3,831 units (1 percent) but rented 9,797 units (3 percent) and other races owned 15,357 units (3 percent) and owned

29,018 units (9 percent). American Indians in the County rented nearly an equal percentage as owned with 2,140 and 2,150 units respectively.

Analysis of tenure by age in the City reveals that the highest percentage of units are owned by people between the ages of 35 and 44 years, while the highest percentage of units are rented by people between the ages of 25 and 34 years. People younger than 35 years rented a higher percentage of units than owned units, while people age 45 years and over owned over five times as many units as rented. Similar to the City, people living in Orange County were more likely to own if they were 35 years and older and more likely to rent if they were under 35 years. The highest percentage of owners were between the ages of 35 and 44 years (24 percent), while the highest percentage of renters were between 25 and 34 years of age (38 percent). People younger than 35 years rented 50 percent of the rental units, and people aged 45 years and over owned three times as many units as rented. Those age 65 years and over owned 4 times as many units as rented (US Census Data, 1990).

People under age 25 years had incomes primarily between \$35,000 and \$49,999 as compared to people age 25 to 34 years who had incomes primarily between \$50,000 to \$74,999. Since younger people had lower incomes, they were less able to own a home, while those between 25 and 34 years of age served as a transitional generation from renters to buyers. Most people age 35 to 54 years had incomes above \$100,000 and likewise were much more likely to own than rent. Although incomes declined again after age 55 years, and were the lowest for people over 75 years, older age groups had a higher percentage of owners due to long-standing ownership of the unit.

G. HOUSING COSTS

1. Rentals

Housing costs in Laguna Niguel depend on the type of unit and the number of rooms per unit. Table III-21 provides a general overview of rental rates in the City taken from a sample of apartment complexes. Rents ranged from a low of \$675 for a one-bedroom apartment to \$1,550 for a 3-bedroom apartment. Compared to nearby cities, these rental prices are the average. However, in comparison to cities in the northern portion of the County, rates in Laguna Niguel are rather expensive. This issue is further discussed later in this document.

Table III-21
1999 Rental Rates

Apartment Complex	Rent - 1 Bed	Rent - 2 Bed	Rent - 3 Bed	Total Units
Aloma Gardens	\$675	\$775	none	34
Country Club Villas	\$1,055-\$1,175	\$1,280-\$1,355	none	280
Laguna Brisas	None	\$1,050	none	176
Laguna Serrano	\$975	\$995	\$1,350	336
Niguel Summit I	\$820-\$900	\$925-\$1,100	none	170
Pointe Niguel	\$958	\$975-\$1,095	none	324
Seaside Meadows	\$890	\$1,155	none	599
Seaview Summit	\$750-\$1,200	\$950-\$1,350	none	100

Ventanja Apartments	\$865-\$940	\$1,055-\$1,160	none	460
Windridge Apartments	none	\$1,175-\$1,225	\$1,550	344
Total				2,823

Source: Springstreet.com, 1999.

Note: There are no studio apartments in the above complexes. Junior one bedroom units are included in total for one bedroom units. Actual price depends on total square footage, location of unit, and unit features.

Rental rates for other units are listed in Table III-22. Most non-apartment rentals are three bedroom units with two bathrooms. The one bedroom units have the fewest extra amenities such as pools, tennis courts, or free club memberships, but had at least a washer and dryer included. According to the Orange County Register (11/21/99), there are also a few room rentals listed for Laguna Niguel. Two of the shared rentals are \$550 per month, although the cost of utilities is included in one of the units. A third shared rental has a rate of \$450 per month. The Orange County Register did not have any rental listings for duplexes, triplexes, or hotel/motel units. In comparison to northern areas in the County such as Santa Ana, Fullerton, and Westminster, Laguna Niguel has high rental rates for apartments, condominiums, and houses. The average one-bedroom rental in these areas is approximately \$700. However, areas near Laguna Niguel such as Dana Point, Laguna Hills, and even Irvine, had similar rental rates to Laguna Niguel.

Table III-22 Typical House, Townhouse, and Condominium Rental Rates			
1 bedroom	2 bedroom	3 bedroom	4 Bedroom
\$825 to \$1,000	\$1,215 to \$1,800	\$1,495 to \$2,500	\$2,300 to \$2,800

Source: Orange County Register Classifieds www.ocregister.com, 11/21/99.

2. Home Prices

Home prices range dramatically in Laguna Niguel for both single family homes and multi-family units as shown in Table III-23. Interestingly, the average one-bedroom single-family home is more costly than the average two and three-bedroom homes. However, one-bedroom homes comprise only a small portion of the overall housing composition in Laguna Niguel. Most units sold in Laguna Niguel are three and four-bedroom single-family homes or two-bedroom multi-family homes/condos. The California Association of Realtors lists the median home price in Laguna Niguel as \$372,250 as of October 1999. The median price increased by 33 percent since September 1999 and a total of 25 percent since 1998. Since the yearly percentage is less than the monthly percentage, declines must have occurred during previous months in the year, making the overall yearly growth less than the monthly growth rate. Of a small sample taken in Dana Point, Laguna Hills, Santa Ana, Westminster, Fullerton, and Irvine, average home prices were considerably less than in Laguna Niguel, averaging \$72,000 for one-bedroom homes, \$191,270 for two-bedroom homes, \$313,300 for three-bedroom homes, and \$334,592 for four-bedroom homes. Since housing prices in Laguna Niguel are comparatively higher, people with lower incomes may be inclined to seek cheaper housing in nearby cities, rather than pay high percentages of their income on housing in Laguna Niguel.

Table III-23
1998-1999 Home Prices

Bedrooms	Units Sold	Median	Average	Range	% of Total
<i>Single Family Homes</i>					
1	8	\$288,500	\$352,125	\$70,000-\$585,000	1 %
2	156	\$245,000	\$277,278	\$119,000-\$640,000	14 %
3	444	\$305,000	\$343,297	\$143,000-\$920,000	40 %
4	473	\$415,000	\$455,435	\$177,500-\$1,675,000	43 %
5+	30	\$756,250	\$883,517	\$340,000-2,500,000	3 %
Total	1,111	\$344,750	\$396,714	\$70,000-\$2,500,000	100 %
<i>Multi-Family Homes/Condominiums</i>					
1	135	\$128,500	\$126,815	\$41,500-\$204,000	17 %
2	439	\$162,500	\$171,111	\$70,000-\$535,000	57 %
3+	200	\$218,000	\$283,292	\$120,000-\$695,000	26 %
Total	774	\$164,000	\$180,744	\$41,500-\$695,000	100 %

Source: LA Times, Dataquick, October 1999.

Table III-24 compares new home prices in the County to other counties in the region. According to the table, new home prices in Orange County were in the middle range for the region.

Table III-24

1999 Comparative New Home Prices (Averages)

County	Average Price
San Diego	\$260,000
Ventura	\$347,000
Orange	\$318,000
Los Angeles	\$266,000
Riverside	\$195,500
San Bernardino	\$177,000

Source: Inland Empire Quarterly Report, October 1999.

H. INCOME AND AFFORDABILITY

A standard measure of housing affordability and availability is a comparison of the percentage of households paying more than 30 percent of their income for housing expenses. Most government housing agencies and many private housing analysts consider 30 percent the maximum percentage of income that the average household can afford to spend on housing without cutting expenditures for other necessities. However, to truly evaluate housing affordability, individual circumstances and factors must be taken into account. These circumstances and other factors include debt, interest rates, children, and marital status, among others. Since it is impossible to take each household's individual circumstances into account, the 30 percent level provides a general evaluation of the community's expenditure level. Table III-25 shows the number of households

paying over 30 percent of their income on housing. Some households choose to pay over 30 percent of their income for various reasons, such as location, aesthetics, schools, or other features. Other households choose to pay larger percentages of their income on housing because they may receive tax advantages or are investing with the knowledge that their income will increase so that they pay a lower percentage of their income on a long-term basis. In contrast, some households are forced to pay a large percentage of their income either because they cannot afford anything less, or they are limited to certain costs due to a lack of available low cost housing options.

Table III-25			
Number of Households Paying over 30% of Income on Housing			
Income	Owners	Renters	Total
Very Low Income	819	1,066	1,885
Lower Income	479	222	701
Total	1,298	1,288	2,586

Source: 1990 US Bureau of Census.

Further analysis of housing expenditures as a percent of income shows that most owners below the \$50,000 or more income group pay 35 percent or more of their income on housing (Table III-26). Renters with income below \$35,000 also tend to pay a higher percentage of their income on housing. However, renters with incomes between \$35,000 and \$49,000 usually paid 25 percent to 29 percent of their income on housing. The majority of people in the \$50,000 or more income level paid 0 percent to 24 percent of their income on housing whether they rented or owned.

Table III-26						
Housing Expenditures per Income Group						
Income	<\$10,000	\$10,000- \$19,999	\$20,000- \$34,999	\$35,000- \$49,999	\$50,000+	Total
Owners						
0-24%	0%	0.3%	2.1%	3.3%	31.7%	37.4%
25-29%	0%	0.2%	0.4%	0.7%	12.9%	13.8%
30-34%	0%	0.1%	0.6%	1.3%	10.9%	12.9%
35% +	1.6%	2.3%	5.6%	7.0%	18.3%	34.8%
Total*	1.6%	2.9%	8.7%	12.3%	73.8%	98.9%
Renters						
0-24%	0.8%	0.8%	1.2%	7.3%	25.7%	35.8%
25-29%	0.1%	0.4%	2.5%	10.7%	1.8%	15.5%
30-34%	0%	0.4%	4.3%	5.6%	1.9%	12.2%
35% +	4.5%	10.0%	15.0%	4.7%	0.4%	34.6%
Total	5.4%	11.2%	23.0%	28.3%	29.8%	98.1%

Source: 1990 US Census Data

In addition to income, housing affordability in Laguna Niguel is subject to loan approval rates. Conventional home purchases have been broken down by race and income in the following tables. Table III-27 shows that there is not a strong correlation between race and loan denial rates, but

persons of Black, Asian, Hispanic, and other races had higher denial rates compared to approval rates, while Whites and Native Americans had higher approval rates compared to their denial rates. All races had more housing loans approved than denied.

Table III-27
Conventional Home Purchases in 1998 by Race

Race	Total		Approved		Denied		Withdraw or Closed	
	Number	% of Total	Number	Approval Rate	Number	Denial Rate	Number	Withdrawal Rate
Native	18	0.3%	15	0.3%	1	0.1%	2	0%
Asian	322	5.4%	242	5.2%	44	6.4%	36	6%
Black	39	0.7%	26	0.6%	7	1.0%	6	1%
Hispanic	178	3.0%	129	2.8%	29	4.2%	20	3%
White	4,306	72.4%	3,482	75.0%	441	64.6%	383	62%
Other	121	2.0%	96	2.1%	14	2.0%	11	2%
Joint/NA	963	16.2%	653	14.1%	147	21.5%	163	26%
Total	5,947	100%	4,643	100%	583	100%	621	100%

Source: HMDA, Peertrax, LAR Summary, 1998

1. Affordability Trends

Table III-28 shows the median gross rent in relation to income in 1990 as such data is not available for 1999. According to 1990 U.S. Census data, the median gross rent was \$901 in Laguna Niguel and \$790 in Orange County. People with very low incomes had few affordable options in Laguna Niguel and Orange County since only 4 percent and 7 percent respectively of all apartment units had rents below 30 percent of their income. People with low incomes had slightly more options than those with very low incomes, but still could not afford the median rent and were limited to only 10 percent of the apartment stock in Laguna Niguel and 33 percent in Orange County. However, those with moderate incomes had many options with at least 71 percent of the units in Laguna Niguel and 81 percent of the units in Orange County were within an affordable range. It is important to note that the percentage of apartments affordable within the low- and moderate-income groups is cumulative and include the percentage from the previous income group.

Table III-28
Median Rent in Relation to Median Income

Income Group	Affordable Rent Limit	% of City Apartments	% of County Apartments
Very Low	\$516	At least 4%	At least 7%
Low	\$723	At least 10%	At least 33%
Moderate	\$1,033	At least 71%	At least 81%

Source: 1990 U.S. Bureau of Census

A household can typically qualify to purchase a home that is 2.5 to 3.0 times the annual income of that household, depending on the down payment, the level of other long-term obligations (such as a car loan), and interest rates. In practice, the interaction of these factors allows some households to qualify for homes priced at more than three times their annual income, while other households may be limited to purchasing homes no more than two times their annual incomes. Based on the homes sold in the last year and affordability rates at 3.0 times the annual income of a three person household, Table III-29 shows that there were 22 homes affordable to three person households in the very low-income category.

Table III-29 For Sale Units Affordable to Lower Income Households in 1999			
Income Group	Affordability Level	Homes Sold 1998-1999	Percent of All Houses Sold
Very Low Income	\$92,250	22	1%
Low Income	\$129,000	186	8%
Moderate Income	\$184,350	630	24%

Source: La Times Dataquick Home Prices, 1998-1999.

Note: Housing unit totals for low and moderate income households are cumulative.

I. AGE AND CONDITION OF HOUSING STOCK

A housing stock survey was not completed for this Housing Element Update. Therefore, the condition of the housing stock has been inferred from the 1990 U.S. Census data. This data includes, the type of utilities available within a unit, the year the structure was built, and the features within the unit. Most housing in Laguna Niguel was built in the 1980s and nearly all units are connected to public sewer and water systems and other utilities. Table III-30 shows that most vacant units are new and that most housing units in the City were built in the 1980s. Therefore, the housing stock is in good condition.

Table III-30 Age of Housing Units in Laguna Niguel		
Year Built	Total Housing Units	Vacant Housing Units
1990 to 1998	4,380	408
1989 to 1990	2,909	666
1985 to 1988	9,076	690
1980 to 1984	2,424	198
1970 to 1979	3,272	93
1960 to 1969	1,150	73
1950 to 1959	46	0

1940 to 1949	7	0
1939 or earlier	8	0

Source: 1990 U.S. Census and California Department of Finance 1990-1999 City/County Population and Housing Estimates.

1. Housing Accommodations

The number of bedrooms within a housing unit can also characterize the housing stock in a community as shown in Table III-31. One bedroom and studio units have the highest percentage of vacancy per total units of their type, suggesting that people are looking for larger units because they require more space due to family size, are looking to cut down housing costs by living with others, or want and are able to afford larger units than is necessary. Because the overwhelming majority of housing units have complete plumbing and kitchen facilities, are served with public utilities, and are relatively new (less than 30 years), it is unlikely that housing conditions represent a problem that requires governmental action. In addition, high property values provide strong economic incentives to property owners to maintain the housing stock in sound condition.

Table III-31 Number of Bedrooms per Housing Unit		
Number of Bedrooms	Total Housing Units	Vacant Housing Units
No Bedroom	99	11
1 bedroom	1,762	212
2 bedrooms	5,971	559
3 bedrooms	5,710	431
4 bedrooms	4,714	450
5 or more bedrooms	636	57

Source: 1990 U.S. Bureau of Census.

2. Overcrowding

The 1990 U.S. Census defines overcrowding as 1.01 or more persons per room, and extreme overcrowding as more than 1.5 persons per room. Since data in relation to overcrowding have not been broken down into housing type by number of rooms, type of household, or by household income, overcrowding must be evaluated in terms of other factors such as cultural expectations, size of rooms, availability and type of common areas or open space, and the age and relationship of persons in the unit.

Table III-32 summarizes the overcrowding status in the City. In 1990, there were 250 (5.7 percent) renter-occupied and 201 (1.6 percent) owner-occupied units defined as overcrowded. In contrast, 1990 U.S. Census figures for Orange County were 19.9 percent for renter-occupied and 5.4 percent for owner-occupied units. Assuming there are no major changes in this pattern, there is not a significant rate of overcrowding in the City as compared to the County.

**Table III-32
Overcrowded Housing**

Number of Persons per Room	Rental Units	Percent of Total Occupied Rental Units	Owner Units	Percent of Total Occupied Owner Units
Laguna Niguel				
1.01 to 1.5	126	2.9	162	1.3
1.51 or more	124	2.8	39	0.3
Total	250	5.7	201	1.6
Orange County				
1.01 to 1.5	23,048	7.0	14,661	3.0
1.51 or more	42,584	12.9	12,198	2.5
Total	65,632	19.9	26,859	5.5

Source: 1990 US Bureau of Census

J. ASSISTED HOUSING PROJECTS

Assisted housing projects in the City can alleviate the financial hardships low-income households may face. Assisted housing projects are those that offer financial aid or provide extra services for people in need of financial or basic living assistance. There are a variety of programs, each focusing on a specific need or with a specific goal to eliminate unmet housing needs in the community.

The California Housing Finance Agency had no listings for State assisted housing projects in Laguna Niguel (Abe Tsadik, California Housing Finance Agency, 1999). Similarly, the Orange County Housing Authority's 1999 Affordable Housing Projects Report had no listings for Laguna Niguel. However, their low- and moderate-income Apartment Listing listed the Alicia Park Apartments (56 units including six three-bedroom and six four-bedroom units) and the Villa La Paz Apartments offers 100 as Section 8 HUD assisted housing projects. Under Section 8 assistance, eligible tenants pay 30 percent of their income for rent, and the difference between the tenant's contribution and the actual rent is paid by HUD through operating subsidies to owners. Assistance is tied to the project and rent is subsidized only as long as the tenant occupies the unit. The discussion of housing programs is not intended to be an all-inclusive list of housing programs. Rather, the discussion is intended to provide information on known programs which may be applicable in Laguna Niguel.

1. County of Orange Housing Programs

The County of Orange administered its housing programs in the community of Laguna Niguel prior to the City's incorporation. One of the County's most predominant housing programs was the Inclusionary Housing Program (IHP), which was in effect between 1979 and 1983. This program was superseded by the Housing Opportunities Program (HOP), a voluntary affordable housing program.

The IHP mandated the production of affordable housing units in all residential development. Specifically, it required 25 percent of projects with 30 or more units to be set-aside as affordable (i.e., available to buyer/renters earning 120 percent or less than the median income as defined by the County). In addition to on-site construction of affordable units, the housing requirement could be satisfied by the use of vested excess affordable unit credits or construction of off-site affordable housing. The IHP program did not contain any unit size requirements or requirement for whether the units were owned or rented. In addition, the median income was not adjusted for family size.

The IHP was replaced in 1984 by the HOP, which phased out mandatory requirements over a three-year period in favor of voluntary compliance with affordable housing objectives. The HOP did not, however, alter mandatory affordable housing requirements placed on projects as conditions of approval under the IHP.

Implementation of the County's housing programs generally occurred at the Area Plan Level. Area Plans established regulations and policies for the Planned Communities. Area Plans generally included Affordable Housing Implementation Plans (AHIP) and Affordable Housing Information Supplements (AHIS) to administer the housing programs. The AHIP defines the method for compliance with mandatory affordable housing requirements. The AHIS, is completed at the project level and indicates how each project satisfies affordable housing requirements. An additional method of housing program implementation was the placement of conditions of approval on a project during the subdivision process.

Affordable housing units included both rental and for-sale housing and were allocated into the following categories:

Low	-	80 percent and below of the County median income
Moderate I	-	81-100 percent of County median income
Moderate II	-	101-120 percent of County median income

The IHP initially utilized the median area income as determined by HUD. Per the Board of Supervisors Resolution dated October 20, 1981, the median income was changed to that defined by the Center for Economic Research at Chapman University. At the time the median income definition was changed, there was a little disparity between HUD and Chapman University estimates. Both for-sale and rental projects were certified as affordable after October 21, 1981, based on the County median income as estimated by Chapman University and as shown in Table III-33.

There are two reasons why the Chapman University median income estimates are higher than HUD's median income estimates. One reason is that Chapman University's methodology better reflects the local economic conditions of Orange County. The second reason is that HUD places a cap on median income.

Table III-33
Housing Affordability Criteria: County of Orange Housing Program
January 1, 1992 - March 31, 1992

	For Sale Units	Rental Units
Cost Based Definition: The payment or rent does not exceed		
A. For LOW units	\$1,240	\$1,127
B. For MODERATE I units	\$1,550	\$1,409
C. For MODERATE II units	\$1,850	\$1,690
Income Based Definition: The occupant(s) yearly income does not exceed		
D. For LOW units	\$45,077	\$45,077
E. For MODERATE I units Median Income	\$56,346	\$56,346
F. For MODERATE II units	\$67,615	\$67,615
Notes: If A, B or C above is applied to for-sale units, the payment must include principal, interest, taxes, insurance, and homeowner association dues, and should be calculated based on a 10 percent down payment. The monthly payment may increase by 10 percent if the unit to be certified includes more than two bedrooms, or includes two bedrooms and is 1,400 square feet or more, and/or if it is a single family detached unit. Actual down payment may be higher, but payments must be reduced accordingly.		
Source: County of Orange Environmental Management Agency.		

Table III-34 summarizes the affordable housing requirements by Planned Community. The total number of units shown on the table is the total number of units subject to County initiated affordable housing programs. This is not the number of total units anticipated at build-out because many units were built in the City prior to the County establishing an affordable housing requirement.

Table III-34
Affordable Housing Requirements by Planned Community

Planned Community	Total Units	All Requirements			
		L	M _I	M _{II}	Total
Beacon Hill	1,024	92	92	46	230
Bear Brand	1,707	171			171
Bear Brand Hill	225	20	20	10	50
Country Village	4,486	386	386	192	964

Table III-34
Affordable Housing Requirements by Planned Community

Planned Community	Total Units	All Requirements			
		L	M _I	M _{II}	Total
Colinas de Capistrano					
Areas I & II	3,410	0	126	102	842
Laguna Niguel					
Areas A, D, E2-3, E16, G, K3-4, M, O, & N	9,493	945	914	456	2,315
South Laguna Specific Plan	383	75	15	10	100
Total for Planned Communities	20,728	1,689	1,553	816	4,672
There is a discrepancy between the total requirements, and the sum of L, MI and MII, because a break-down of requirements for Colinas De Capistrano Area II was not available. Source: City of Laguna Niguel					

Table III-35 identifies specific projects with affordable units that were constructed in the City to satisfy County housing requirements. The Table does not document instances where requirements were satisfied through a transfer of affordable housing credits, or where excess credits were generated through on-site construction of units. It is recognized that gaps in the information/documentation exist, and, where appropriate, these gaps are identified.

Table III-35
Projects Satisfying Affordable Housing Requirements

Project	Type	Affordable Units Built							Term
		Bond			County				
		VL	L	Total	L	M _I	M _{II}	Total	
Beacon Hill									
Beacon Hill Terrace	Condo				28	13	15	56	None
Seawatch	Condo				40			40	30-year resale restrictions. Start date: 1985
Windrift	Condo				33	51	24	108	
Subtotal					101	64	39	204	
Country Village									
Casa La Paz	Condo				49	26	15	90	None
Villa La Paz	Apt	100		100	100			100	Section 8 terminated 6/17/91. Projects remain in Program through 6/17/2001.
Village Niguel Terrace	Condo				60	42	12	114	
Laguna Gardens	Apts	37	37	74	372			372	5 years

Table III-35

Projects Satisfying Affordable Housing Requirements

Project	Type	Affordable Units Built							Term
		Bond			County				
		VL	L	Total	L	M _I	M _{II}	Total	
Village Niguel Terrace II	Condo				22	8	8	38	None
Village Niguel Vistas/Heights	Detached				14	16	22	52	None
Subtotal		137	37	174	617	92	57	766	
Colinas De Capistrano - Areas I & II									
Villa Mira	Condo				53	62	59	174	None
Vista Del Cerro	Condo				0	23	37	60	None
Seaside Meadows	Apt	60	60	120	128	256	64	448	5 years
Phase I250& II349									Terminated
Subtotal		60	60	120	181	341	160	682	
Laguna Niguel PC									
Expressions	Condo				63	51	58	172	None
Ventanja	Apt					230	230	460	5 years
Milano	Apt				10	10	5	25	5 yr.
Mirador	Condo				60	34	37	131	None
Hidden Hills	Apt	32	32	64	124	124	61	309	5 years
Laguna Serrano	Apt	33.5	33.5	67	129	129	64	322	5 years
Windridge	Apt				138	138	68	344	5 years
Crown Terrace	Apt	17.5	17.5	35	18	18	8	44	5 years
Niguel Summit I	Apt	17	17	34	96	51	11	158	5 years
Country Club Villas	Apt	28	28	56	98	101	62	261	5 years
Pointe Niguel	Apt	32.5	32.5	65	324			324	5 years
									Terminated
Subtotal		160.5	160.5	321	1,060	886	604	2,550	
Affordable Units not Constructed.									
Laguna Niguel - Area N									
Niguel Vista	Condo				33	30	33	96	None
Subtotal					33	30	33	96	
Laguna Niguel - Area O									
Affordable Requirements met by Transfer of Vested Credits									
South Laguna Specific Plan									
Seaview Summit	Apt	10	10	20	48			48	5 years
									Terminated
Subtotal		10	10	20	48			48	
Additional Projects									
Palm Court					38	28	33	99	None

Table III-35

Projects Satisfying Affordable Housing Requirements

Project	Type	Affordable Units Built							Term
		Bond			County				
		VL	L	Total	L	M _I	M _{II}	Total	
Total		407.5	307.5	715	2,078	1,441	926	4,845	

There is discrepancy between the total County affordable units required, and the sum of L, MI and MII units, because a break-down of Seabrook is not provided. This complex is located in Dana Point, consequently, information on the complex is not in City files.

Source: City of Laguna Niguel

These tables show that although some planned communities within the County have met affordable housing requirements thus far, others have not, and, therefore, the affordable housing requirements for all areas within the County have not yet been met. The Laguna Niguel Planned Community met these requirements as of 1992. However, the terms on some these projects are limited and are subject to termination, thereby reducing the number of projects satisfying affordable housing requirements. As shown on Table III-35 a number of projects totaling over 2,700 units have term limits, which may or may not be renewed when the project term ends. Therefore, it is necessary to track the number of affordable units on a yearly basis so that affordable housing requirements can be met by build-out.

2. Coastal Zone

a. Units Approved

Effective January 1, 1982, State Law required that new housing developments constructed in the Coastal Zone provide affordable housing either in the Coastal Zone or within three miles from the Coastal Zone. All of the City's current development and entitled development located in the Coastal Zone was approved by the County.

From 1982 to the date of the City's incorporation, in December 1989, the County approved 727 residential units in the Coastal Zone. The County's compliance with State Law consisted of two housing projects and the transfer of vesting credits. Seaview Summit is an apartment project, located in the Coastal Zone which provided 48 low-income units when it was constructed. Twenty of these units were defined as low-income based on the HUD median income and the remaining 28 units were low-income based on the County median income. The affordability restrictions on these 48 units lasted five years, and have since converted to unrestricted market rate rentals.

b. Units Replaced Because of Demolition or Conversion

State law has also established specific requirements for replacing affordable units located in the Coastal Zone which have been either converted or demolished. The City has not approved demolition of any residential units in the Coastal Zone since it incorporated in December of 1989.

In addition, no conversion requests have either been submitted to or approved by the City for units in the Coastal Zone.

3. Mortgage Revenue Bond Financing

Mortgage revenue bonds are issued by local government, housing authorities, redevelopment agencies and other state agencies, to support the development of multifamily or single-family housing for low- and moderate-income households.

a. Multi-Family Housing Revenue Bond Program

Table III-36 lists projects in Laguna Niguel that received bond financing. All of these projects received bond financing prior to 1986. Consequently, these units did not have rent restriction requirements. At the time of financing, the requirement for bond projects was at a minimum, 20 percent of the total number of units in the project must be available for occupancy for lower income households. At least one-half of the set-aside units must be designated for occupancy, on a priority basis, by Very Low Income tenants. The set-aside units did not necessarily have to be occupied by a very low income tenant, only designated for such tenants. After 1986, the requirements changed to include rent restrictions for bond units. It should also be noted that the units under this program are subject to the HUD median income and standards of affordability.

Table III-36					
Multifamily Mortgage Revenue Bonds					
Project	Issue Amount	Total Units	LOW INCOME UNITS		
			Very Low	Lower	Total Low Income Units
Seaside Meadows	\$35 million	599	60	60	120
Crown Terrace	\$10.4 million	176	17.5	17.5	35
Pointe Niguel	\$28.5 million	324	32.5	32.5	65
Niguel Summit I*	\$58.4 million	170	17	17	34
Country Club Villas* (Niguel Summit II)		280	28	28	56
Hidden Hills*		324	32	32	64
Seaview Summit	\$8.5 million	100	10	10	20
Laguna Gardens	\$24 million	372	37	37	74
Laguna Serrano	\$23 million	336	33.5	33.5	67
Totals	\$187.8 million	2,681	267.5	267.5	535

* Projects combined for financing.

Source: County of Orange Administrative Office, September 1991, rent rolls for Niguel Summit, Hidden Hills, and Seaview Summit. Laguna Gardens information obtained from Regulatory Agreement and Declaration of Restrictive Covenants relating to Revenue Bond Issue AA of 1985, dated 12/1/85.

b. Single Family Mortgage Revenue Bond Program

Mortgage revenue bonds for single-family housing are issued to finance the purchase or rehabilitation of owner occupied units. Proceeds from the bond sales are used to make mortgage or rehabilitation loans to qualified low- and moderate-income buyers. The bonds enable the issuer to offer low-interest loans, thereby increasing ownership opportunities for households which have difficulty in obtaining traditional financing. The bonds are serviced and repaid from the property owner's mortgage payments. The County of Orange issues these bonds, however, administration of the program is the responsibility of the Southern California Home Financing Authority (CHFA), a joint powers authority of Los Angeles and Orange counties. CHFA single-family income limits for Orange County are as follows:

Existing Resale:

- Moderate Income: 1-2 persons - \$68,300 / 3+ persons - \$78,545
- Low Income: 1-2 persons - \$40,980 / 3+ persons \$47,127

New Construction:

- Moderate Income: 1-2 persons - \$68,300 / 3+ persons - \$78,545
- Low Income: 1-2 persons - \$47,810 / 3+ persons \$54,982

Orange County has been targeted as a "high-cost" county and therefore, income limits as of June 1999 are \$81,960 for one or two persons and \$95,620 for three or more persons. Between 1980 and 1992, the County approved 10 single-family, tax exempt revenue bond issues totaling approximately \$552 million. Bond proceeds provided over 6,000 home loans countywide during that period. According to the Costa Mesa Branch of Western Bank Mortgage Company, thirteen residents in Laguna Niguel received financing under this program between 1980 and 1992. The total loan amount for these residents was \$1,173,251. In addition, the Costa Brava development project in Laguna Niguel, located in Laguna Niguel Planned Community Area A, also received this form of financing.

4. HUD Section 8 Housing Program

The Orange County Housing Authority administers the Section 8 Certificate/Voucher Program. The Section 8 rental assistance program extends rental subsidies to low income families which spend more than 30 percent of their monthly income on rent. Fair market rents for the Orange County area in fiscal year 2000 are provided in Table III-37 below. The subsidy represents the difference between the excess of 30 percent of the recipient's monthly income and the federally approved fair market rents (FMR). In general, the FMR for an area is the amount that would be needed to rent privately owned, decent, safe and sanitary rental housing (See Table III-38).

Table III-37**Fair Market Rents for Existing Housing: Orange County**

Studio	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
\$660	\$720	\$891	\$1,240	\$1,380

Source: Federal Register, HUD, October 1, 1999.

There are two forms of rental assistance available under Section 8; the Certificate and Voucher Programs. Under the certificate program, the landowner enters into a contract with the local Housing Authority which limits rent for the low-income unit to the FMR. The rent for units under the voucher program are not limited. The tenant, however, must pay the difference between the FMR standard and the actual rent. Both subsidies are paid directly to the landlord.

Of the apartment complexes in Laguna Niguel (Table III-38 provides a complete list), only two continue accept Section 8 certificates: Alicia Park and Villa La Paz. Other complexes either discontinued their participation in the Section 8 Program or have rents that exceed the federal Fair Market Rent standards, making the units ineligible for participation in the federal Program.

Table III-38**Apartment Complexes in Laguna Niguel**

Apartment	Units	Parcel #	Discretionary Permits
Alicia Park*	56	655-131-15	SP84-130A
Country Club Villas	280	656-272-03	SP90-051110001ZA
Laguna Brisas	176	653-012-24	SP84-30
Hidden Hills Apartments	324	653-223-01	Unavailable
Laguna Gardens	372	636-201-20	UP85-95P/SP85-173P
Laguna Serrano	336	637-082-61	SP85-118P
Milano Apartments	100	654-691-33	SP87-57
Niguel Summit	170	656-070-82	SP86-150P
Pointe Niguel	324	655-142-01	UP83-93P/SP83-115
Seaside Meadows	599	121-060-16	SP84-23A/SP84-17P UP84-212P/UP84-56
Seaview Summit	100	658-241-14	UP79-81P
Ventanja Apartments	460	654-071-18	SP87-04
Villa La Paz*	100	636-202-04	SP86-22
Windridge Apartments	344	653-172-02	Unavailable

*These apartments accept Section 8 certificates

Source: Laguna Niguel Community Development Department, Section 8 Apartment Complex Listing (7/2/97)

5. Affordable Housing Incentive Ordinance

In accordance with California Government Code Section 65915, cities must develop an ordinance specifying methods of providing developers incentives or regulatory concessions to construct affordable housing. The City currently has such an ordinance included in its Zoning Code. The City ordinance specifies incentives or regulatory concessions to developers who produce at least: (1) 20 percent of new residential units for low-income households, or (2) 10 percent of the units for very low-income households, or (3) 50 percent of the units for senior citizens. In return for the incentive or regulatory concession(s), the developer must ensure continued affordability for 30 years.

6. Section 202 Elderly or Handicapped Housing

Under this federally administered program, direct loans are made to eligible, private nonprofit sponsors to finance development of rental or cooperative housing facilities for occupancy by elderly or handicapped persons. The interest rate on such loans is determined annually. Section 8 funds are made available for all of the Section 202 units for the elderly. Rental assistance for 100 percent of the units for handicapped persons has also recently been made available.

Private, nonprofit sponsors may qualify for Section 202 financing loans. Households of one or more persons, the head of which is at least 62 years old or is a qualified non-elderly handicapped person between the ages of 18 and 62, are eligible to live in these units.

7. Granny Flats

A "Granny flat" or "Second residential unit" is a second unit with sleeping and cooking facilities that is specifically designated for rental occupancy by senior citizens. California Government Code Section 65852.1 authorizes localities to grant a zoning variance, special use permit, or use permit for a second unit if the dwelling is intended for the sole occupancy of either one or two adults over the age of 62. The floor maximum established by State law is 30 percent of the existing living area for an attached dwelling, and 1,200 square feet for detached dwellings. As stated in Section 9-1-35.7 of the Laguna Niguel Zoning Code, a secondary dwelling unit may be established in any residential district if a use permit is approved and all standards for such dwellings are met. Such standards include maximum square footage requirements, minimum lot size, setbacks, architectural compatibility, and parking, among others. As with second units, granny flats can provide affordable housing for low-income senior households.

8. Community Development Block Grant Funds

Through the CDBG program, HUD provides local government funds for a range of community development activities that benefit lower income households. Cities with a population of 50,000 persons or more are "entitlement cities" and can administer CDBG funds. Non-entitlement cities must rely on the local housing authority for administration of funds. In Orange County, the Orange County Housing/Community Development Program Office is responsible for distributing CDBG funds to non-entitlement cities..

In 1992 the City of Laguna Niguel received \$45,000 in funding for its first year allocation from the CDBG program. In 1997, the City of Laguna Niguel became an entitlement city and has received approximately \$300,000 in CDBG funds annually. The City funds eligible service providers to provide services such as fair housing counseling, senior shared housing, temporary shelters and rental assistance. Funds are also used for park improvements or other infrastructure improvements in low and moderate income areas of the City.

9. Housing Trust Fund

Faced with an increasing housing need and diminishing federal support for low and moderate income housing, communities are increasingly turning to Housing Trust Funds (HTF) as a means to address their local housing problems. A HTF is a legal mechanism for receiving and distributing monies slated for, and dedicated to, the provision of affordable housing.

HTFs, created by ordinance or legislation at the city, county or state level, must accomplish two objectives. First, revenue sources must be identified and dedicated. Second, the HTF must be established as a distinct entity capable of receiving and distributing monies. The former provides an on-going source of funding for the Housing Trust, and the latter is critical as it places the fund outside the realm of the annual budgeting process.

A variety of public and private revenue sources are utilized in HTFs. Private funds include primarily funds or the interest earned from accounts held in financial institutions. Grants, donations and contributions constitute other sources of private funds. Public funds include taxes or fees dedicated in whole or in part to the HTF. The four major revenue source categories are:

- Revenue from Development Ordinances, Fees or Taxes,
- Revenue from Real Estate or Development Activity,
- Market-Based or Private Revenue Sources, and
- Revenue Generated from Government Programs.

Revenue obtained from public and private sources are used to fund on-going housing programs, develop new programs and award requests for proposals from eligible applicants. HTFs can be awarded to local non-profits to purchase units eligible to convert to market rate units.

10. Homesharing

Orange County Senior Services coordinates 15 Senior Citizen Homesharing Programs throughout the County. These programs provide referral/matching services to people with limited incomes seeking housing as well as owners that wish to share their homes. Homesharing serves the renter by providing a low-cost alternative to rental units and supplements the income of the home owner. In addition participants, which are typically seniors, are provided with companionship. The primary population served are the elderly; 63 percent of referrals are made to people over the age of 60.

South County Senior Services serves the City of Laguna Niguel as well as other southern Orange County jurisdictions. This program relies on CDBG funds, and funding from the Orange County Housing Authority and participating cities. Over the past three years, the City of Laguna Niguel has contributed CDBG funds to this organization. During the 1999-2000 fiscal year, the City contributed \$3,000 toward this program.

The Homesharing Program has matched over 1,000 persons in Orange County since its inception in 1985. Records detailing the number of referrals in the City of Laguna Niguel are not available. However, according to South County Social Services, a need for alternative housing arrangements exists in any area where the cost of a one-room apartment exceeds \$676 - the maximum monthly benefit for a single Social Service recipient. This maximum monthly benefit is expected to increase in January 2000, but the amount of the increase is currently unknown.

11. Reverse Mortgage Program

This program is to assist homeowners that are cash poor but have substantial equity built into their homes. Homeowners can draw needed income from the accumulated equity in their home through a reverse mortgage. The reverse mortgage is a deferred payment loan, or a series of such loans, for which a home is placed as security. Reverse mortgage programs typically permit homeowners to borrow up to 80 percent of the assessed value of their property, receive needed principal of up to 25 percent of the loan, and receive monthly annuity payments for the life of the loan.

The Orange County Housing Authority has been certified by HUD to provide counseling services for individuals seeking this type of loan. Responsibilities include: providing counseling services to seniors interested in applying for this loan; working with private lending institutions providing these loans; and working with seniors in completing loan applications. South County Senior Services is currently seeking certification by HUD to administer this program.

12. Equity Sharing

Equity sharing allows low-income households to purchase a home by sharing the cost of home ownership with an investor-sponsor. The investor and occupant combine resources for the down payment and subsequent house payments. The equity earned from appreciation of the unit is split between the occupant and the investor/sponsor, according to a pre-arranged agreement.

This program is flexible and can be tailored to the individual needs of investors and occupants. Current investors in the equity sharing programs include the State Department of Housing and Community Development, local government, private developers and lenders, and non-profit agencies.

13. Condominium Conversion

The conversion of rental properties to condominiums may result in the displacement of existing tenants. Some of these tenants may be unable to purchase their units because monthly payments may exceed rental costs, and others may lack sufficient funds to make a down payment.

A number of multi-family complexes were developed in the City to satisfy County affordable housing requirements. In order to mitigate the impact of displacement resulting from conversion of these apartment units into condominiums, the City uses its adopted Condominium Conversion Ordinance (Section 9-1-36 of the Laguna Niguel Zoning Code) to protect existing tenants. The Ordinance requires that an applicant complete a Housing Report which addresses the balance of housing in the area and vacancy rates. A Relocation Plan is also required to ensure that successful relocation of the tenants occurs. The Ordinance also requires adequate notice to tenants and provides that tenants have a preemptive right to purchase their unit. The Ordinance also incorporates Section 65915.5 of the California Government Code to identify incentives for developers to provide low- and moderate-income units in the proposed condominium project. Since incorporation, no units have been converted from rental housing.

14. HOME Program

As part of the passage of the Cranston-Gonzalez National Affordable Housing Act of 1990, the California Department of Housing and Community Development (HCD) will allocate approximately \$30 million in federal funds from the HOME Investment Partnership Program. These funds may be used for rehabilitation, site acquisition of land or structures, tenant-based rental assistance, or new construction. Since the enactment of the program, no units in Laguna Niguel have relied on HOME funds.

K. FUTURE HOUSING NEEDS

State housing element law requires that each city analyze its existing and projected housing needs for all income levels. This analysis must include a locality's fair share of the regional housing need including a proportionate share of the region's affordable housing. SCAG, in its RHNA, prepares the distribution of regional need in conjunction with the California Department of Housing and Community Development. The 1999 RHNA study for Orange County was developed by the Orange County Council of Governments (OCOG) with input from local jurisdictions. OCOG has approved the proposed RHNA numbers and forwarded the study to SCAG for final approval.

The RHNA is required by State law to be prepared two years in advance of a region's Housing Element due date. Since Housing Elements for all jurisdictions in the SCAG region are due every five years, the RHNA used a seven-year planning period from 1998 to 2005, so that local jurisdictions have the ability to incorporate the RHNA numbers into their Housing Elements.

The City's regional need is calculated by taking into consideration the City's projected growth over the seven-year period and adjusting it for the current vacancy need and demolitions. The current RHNA was prepared in 1999 and is shown in Tables III-39 and III-40 below. SCAG projects that the City will need to provide 1,236 dwelling units or 165 units per year. State law requires that the City's regional need be distributed on the basis of income in order to avoid concentrating lower income units in jurisdictions which already have a high concentration. This calculation takes into account the current distribution of household income compared to the regional average. Based on SCAG methodology, the City must distribute their share of the regional need as shown on Table III-40.

Table III-39
SCAG'S Regional Housing Needs Assessment Allocation
1998 - 2005

Household Growth	Net Vacancy Adjustment	Demolition Adjustment	Total Construction Need	Annual Construction Need
1,968	- 841	109	1,236	165

Source: SCAG 10/21/99.

Table III-40
SCAG'S RHNA Distribution By Income

Units	Very Low	Lower	Moderate	Upper	Total
Number of Units	202	138	227	669	1,236
Percent of Units	16 %	11 %	18 %	54 %	100 %

Source: SCAG 10/21/99.

A potential Housing Element issue is that the City will contest the RHNA allocation. Staff has prepared an appeal letter to SCAG contesting the number of low and very low income units required in Laguna Niguel. The forecasted growth for the City is accurate; however, the forecast discussed total housing units and did not differentiate between those units already approved, entitled or committed as part of a Development Agreement and those units subject to future City discretionary approvals where the City may have the ability to influence affordability. The City's alternative RHNA is contained in Table III-41. The table shows that people with moderate and above moderate incomes are most in need of housing. Very-low and low-income needs represent only 27 percent of the total need, while above moderate-income groups represent 54 percent of the total need. Although the percentages of units for each income group are the same as SCAG's RHNA allocation, the City projects different housing unit numbers based on entitlement.

Based upon the latest vacant residential land survey, the City has available sites to meet the RHNA allocation (1,236 units); however, the City does not have the ability to control the cost distribution of housing units. Since most of the City's new housing will be constructed in previously entitled areas, such as the San Joaquin Hills and Hillcrest Estates Subdivisions, and since the units were not approved as affordable units, the City cannot require the construction of a sufficient number of very low and low income units to satisfy the RHNA numbers.

Table III-41
City's Proposed RHNA Distribution

Construction Need	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total Remaining Development
Units Constructed 1997-2000				497	497
Entitled Units				557	557
Non-Entitled Units	30	20	33	99	182
Percent	16 %	11 %	18 %	54 %	
Total Construction Need	30	20	33	1,153	1,236

Source: Laguna Niguel Community Development Department, 1999.

L. FUTURE RESIDENTIAL GROWTH AREAS

The majority of developable land in Laguna Niguel has already been developed. As shown in Table 42 and by the 2000 Vacant Land Survey Map contained in Appendix A, there are very few opportunities for future residential housing developments in Laguna Niguel. Only 1,575 new units can be built if 100 percent build-out occurs. Of this amount, 1,393 units are already entitled and under construction and will not be affordable units, since the only action the City can take is the ministerial action of issuing building permits. Subtracting 1,393 entitled units from the City's anticipated 1,575 units, leaves 182 non-entitled units that could be developed at densities that are potentially affordable, with regulatory or financial incentives. Other than the two multi-family sites, no other land is available for, or suited to, residential development. Further discussion of possible constraints will be discussed later in this document.

Table III-42
Future Residential Dwelling Unit Availability in Laguna Niguel

Subdivision	Tract #	Remaining Units	Land Use/Zoning	Permits Remaining	Affordability Constraints
Residential Detached					
Pamillia	12765	24	South Laguna Specific Plan/SFR	Building Permits	Coastal Zone Properties/Custom Residences under construction
Coronado Point	12764	3	South Laguna Specific Plan/SFR	Building Permits	Coastal Zone Properties/Custom Residences under construction
Laguna Sur	8551	15	South Laguna Specific Plan/SFR	Building Permits	Coastal Zone Properties/Custom Residences under construction

Subdivision	Tract #	Remaining Units	Land Use/Zoning	Permits Remaining	Affordability Constraints
Monarch Point	9702 12041	28	South Laguna Specific Plan/SFR	Building Permits	Coastal Zone Properties/Custom Residences under construction
Binion	12004	22	South Laguna Specific Plan/SFR	Building Permits	Coastal Zone Properties/Custom Residences under construction
Hon	TPM 90-304	1	Planned Residential/ SFR	Building Permits	Hillside property, EIR prepared for 1 houses and 1 guest house
South Peak	Various	9	SFR	Building Permits	Gated Community/Custom residences under construction
Bear Brand Ranch	Various	20	SFR	Building Permits	Gated Community/Custom residences under construction
Bear Brand Ranch A-1 District	Various	12	Rural Residential	Building Permits	Hillside property/Custom residences under construction/views overlooking San Juan Capistrano
Ocean Ranch at Bear Brand	Various	82	SFR	Building Permits	Gated Community/Custom residences under construction
Colinas De Capistrano	5241	35	SFR	Building Permits	Geologic Issues
Estates at Rancho Niguel	12851	23	SFR	Building Permits	Gated Community/Custom residences under construction
Big Country	10273, 13811 to 13816	778	SFR	Building Permits	Gated Community under construction
Highlands North	15682, 15683, 15622	183	Aliso Creek Local Coastal Program/SFR	Building Permits	Gated Community/Custom residences under construction
Village Niguel Gardens	Various	150	Multi-family	Building Permits	Under Construction
Miscellaneous	Various	8	SFR	Building Permits	

Sub Total		1,393			
Residential Attached					
Park Niguel		9	Multi-Family	Site Development Permit	
Big Country	10273	173	Multi-Family	Site Development Permit	
Sub Total		182			
Totals		1,575			

Source: Laguna Niguel Community Development Department, 1999.

There are fewer areas of commercial vacant land for managed care residences and public service organizations offering shelter. Six parcels are located in the northern and central portions of Laguna Niguel. The Civic Center property has 297,070 square feet of land for future use and the Shapell property contains 399,634 square feet of land. Both are zoned Community Commercial and designated Community Commercial, Professional Office, Public Institution by the General Plan. The Niguel Medical Property contains 24,070 square feet of available land and is zoned and designated Community Commercial with a Manage Care Overlay. The Camino Los Padres Sites are zoned the same as the Niguel Medical Property and contain 95,276 square feet of available land. The Chet Holifield Federal Site has 300,000 square feet of available land, is designated Public Institutional, Professional Office, and is zoned Public Institutional. Finally, the Cabot Road, Crown Valley Parkway Site has 106,722 square feet of available land, is designated Community Commercial, Professional Office, Public Institutional, and zoned Mixed Use under the Gateway Specific Plan.

Some residential uses are permitted in commercial districts with a use permit. Emergency shelters are a permitted use in all commercial districts, childcare facilities are permitted in all commercial districts with a Use Permit, and caretaker residences are permissible in all commercial districts with a Minor Use Permit. Managed care facilities in a managed care overlay district are permissible in Neighborhood Commercial, Community Commercial, and Public Institutional districts. Rooming and boarding houses, single room occupancy hotels, and transitional shelters are also permissible in Public Institutional districts with a Use Permit.

1. Units Eligible for Conversion

In 1989, the California Government Code was amended to include a requirement that localities identify and develop a program in their housing elements for the preservation of assisted, affordable multi-family units. Subsequent amendments have clarified the scope of the analysis to also include units developed pursuant to inclusionary housing and density bonus programs. In the preservation analysis, localities are required to provide an inventory of assisted, affordable units that are eligible to convert within ten years. As part of the analysis, an estimation of the cost of

preserving versus replacing the units is to be included, as well as programs designed to preserve the affordable units.

The California Housing Partnership Corporation provides an inventory of federally subsidized rental units at risk of conversion. The 1999 update, which identifies units at risk through the year 2020, identifies two apartment complexes in Laguna Niguel: Alicia Park, and Villa La Paz. The Alicia Park Apartments contract for all of its 56 units is due to expire in 2004. While the contract with Villa La Paz will expire in 2001, affecting 100 units. In all, 156 units currently under contract will expire within the next three years. The City could see the conversion of the units to market rate, and each of these contracts has a high risk of conversion.

In addition, The Use of Housing Revenue Bond Proceeds: Annual Summary 1991 prepared by the California Debt Advisory Commission (CDAC), and the Orange County Administrative Office (CAO), provided a listing of units receiving bond financing. The expiration of the project qualifying periods for the affordable units were obtained by researching original bond records at the CAO. Under the County IHP/HOP, apartment units were rent-restricted for five years, dating from the time of building occupancy. A total of 816 inclusionary units are known to have converted to market rate to date. There are six bond-financed apartment complexes with a total of 316 units at-risk of converting over the next ten years: Country Club Villas (56 units), Laguna Gardens (74 units), Laguna Serrano (67 units), Niguel Summit (34 units), Pointe Niguel (65 units), and Seaview Summit (20 units). Therefore, a total of 472 (156 subsidized and 316 bond-financed units) rental units currently restricted to low or very low income households are at risk of conversion between 2000 and 2009.

Table III-43 identifies assisted and inclusionary units with income/occupancy restrictions that are eligible to convert to market rate (restrictions ending) within ten years from the adoption of this Housing Element. As noted in Table III-43, all of the existing inclusionary units in the City were eligible to convert within five years from the date that income and occupancy restrictions were imposed. Some of the dates of termination are provided as a range because the actual date is dependent on the time the affordable unit was released for rent. It is important to recognize that Mortgage Revenue Bond (MRB) and Section 8 units are used to satisfy County affordable housing requirements. Therefore, in cases where both inclusionary and assisted units are provided, the total number of remaining IHP/HOP, includes the total number of MRB and Section 8 units. None of the units listed below are restricted to seniors.

It should also be noted that some market rate rents fall into an affordable category for low-income households (see page 44). A project that is scheduled to convert to market rate does not necessarily mean the loss of all affordable units (although conversion will probably result in the loss of all very low-income units).

In addition to the rental units show in Table III-43, there are 40 condominium (ownership) units in Seawatch that have 30-year resale restrictions. These units may only be resold to low-income households. The affordability restrictions do not expire within the 2000-2010 period and are not considered at-risk unit.

Table III-43
Assisted and Inclusionary Units Eligible for Conversion

Inclusionary Housing Program/Housing Opportunities Program								Bond and Section 8 Programs				
Name	Location	Units	L	MI	MII	Total Units	Termination Date	Program	VL	L	Total Units	Termination Date
Alicia Park	23698 Niguel & Alicia Pkwy. 92677	Apts	-	-	-	-	-	FHA - Section 221(D)(4) Section 8-New Construction	56		56	4/4/2004
Country Club Villas	30902 Clubhouse Drive 92677	Apts	Terminated					MRB: Issue U	28	28	56	11/1/2009
Laguna Gardens	24348 Azal Court 92677	Apts	Terminated					MRB: Issue AA/1985	37	37	74	12/1/2008
Laguna Serrano	30001 Golden Lantern 92677	Apts	Terminated					MRB: Issue U	33.5*	33.5*	67	4/12/2000
Niguel Summit I	30252 Pacific Island Drive 92677	Apts	Terminated					MRB: Issue U/Series A, 1985	17	17	34	10/7/2001
Pointe Niguel	29781 Niguel Road 92677	Apts	Terminated					MRB: Issue E/1995	32.5	32.5	65	11/2/2007
Seaview Summit	102 Island 92677	Apts	Terminated					MRB: Issue X, 1995	10	10	20	1/31/2005
Villa La Paz	24275 Avenida Breve 92677	Apt	100			100	Will terminate with Section 8 Contract**	FHA - Section 221(D)(4) Section 8 - New Construction	100		100	6/17/91***
Total			100	0	0	100			314	158	472	

* It is recognized that .5 units cannot be provided; .5 indicates that no less than the preceding whole number shall be provided.

** The initial term of the Section 8 contract has expired. However, the property owner has indicated a desire for it to remain in program until 6/17/2001.

MRB - Multi-family Housing Revenue Bond

The totals for IHP/HOP, MRB and Section 8 units are not additive; rather the MRB and Section 8 units are included in the totals for IHP/HOP units.

The initial cost of conserving the assisted units is estimated to be significantly less than that required to replace the units through new construction. Detailed information is not available to calculate the difference in cost between preserving and constructing units affordable to low income households. However, conservation of assisted units generally requires subsidizing the difference between market-rate and assisted rents. It is estimated that average annual subsidy per unit would be \$4,000 to provide replacement housing for very low and low-income occupants of at-risk rental housing project. The average annual subsidy for 472 units would be about \$1.8 million, or about \$54 million over 30 years (the typical time period of affordability for many state and federal programs). The difference between very low-income and market rate rents requires the most subsidy. Subsidizing low and moderate income households does not require as much initial subsidy as constructing new units. The annual subsidy creates an ongoing financial obligation, however, and may cost more in the long run even when the time value of money is considered. Since land prices and land availability are generally the limiting factors to development of low income housing, it is estimated that subsidizing rents to preserve assisted housing is more feasible and economical than new construction.

Although no current information is available on the possible market value of the at-risk rental developments, it is likely that high property values in Laguna Niguel would require a would-be buyer to pay premium prices for such a property. To preserve these units through acquisition would require a large up-front investment (perhaps nearly as much as constructing comparable

dwelling units) and an ongoing annual subsidy to maintain their affordability to very low and low income households. Table 44 shows the estimated minimum cost of replacing 472 units with new construction. This minimum costs assumes a nonprofit agency develops the housing and that the replacement units are constructed at a density of 25 units per acre or greater to reduce the per-unit land cost. Although the total 30-year cost of constructing replacement units appears to be lower than the 30-year cost of providing annual subsidies to 472 households, the present value of providing the subsidies is less, even assuming annual inflation of three percent over 30 years, because the dollars are not all paid out up front. The present value of the estimated \$1.8 million annual rental subsidy needed for 472 households is approximately \$1 million.

Table III-44
Apartment Replacement Costs

Cost Type	Per Square Foot	Per Unit Cost	Cost for 207 Units
Land Cost	\$23	\$63,840	\$30.1 million
Construction Cost	\$69	\$21,600	\$9.2 million
Permits and Fees	\$12	\$11,200	\$2.7 million
Soft Costs	\$4	\$4,000	\$1.7 million
Financing	\$10	\$9,200	\$3.9 million
Marketing/Other	\$3	\$3,160	\$1.3 million
Total	\$121	\$118,000	\$48.9 million (\$103,602 per rental unit)

With regard to Section 8 projects, the property owner can opt to terminate its Section 8 contract (opt-out), or renew the contract for another five years. The primary incentive for Section 8 property owners to opt-out is the higher rent that would be paid for these units at market value.

In order for the property owner to successfully opt-out of the Section 8 contract, the owner must satisfy certain procedural requirements. A Notice of Intent (NOI) must be filed with HUD one year before the termination date that indicates the owner's intent to convert the units to market rate. Failure to file an NOI within the specified timeframe, or follow the other procedures to opt-out of the Section 8 contract, results in an automatic contract roll-over for five years. Upon filing of an NOI, HUD may offer several incentives to property owners to remain in their contracts including re-financing the property mortgage, and establishing higher rents charged for the projects.

Pursuant to Section 65863.10 of the Government Code, the property owner of a Section 8 project must also provide six month advanced notification of each tenant household if the property owner intends to terminate the Section 8 contract. The notice must indicate the anticipated date of conversion and anticipated rent increase. The property owner is also required to serve notice to the City of Laguna Niguel. Presently, the City has identified one non-profit corporation, the

Orange County Community Housing Corporation, which has the legal and managerial capacity to acquire and manage affordable housing developments. The City is also researching Civic Center Barrio, Affordable Housing Opportunities, and Jamboree Housing Corporation as non-profit corporations which may have the legal and managerial capacity to manage affordable housing projects.

A number of non-profit housing agencies that operate in Orange County have placed their names on the statewide registry of organizations interested in the right of first refusal. These organizations are potentially interested in acquiring and preserving affordable rental housing developments for continued occupancy by low-income tenants. Table III-45 lists the organizations in Orange County.

Table III-45 Nonprofit Organization in Orange County Interested in the Right of First Refusal		
Name of Organization	Address	Telephone
Community of Friends	3345 Wilshire Blvd., STE 1000 Los Angeles CA 90010	(213) 480-0809
Affordable Housing People	7720 B El Camino Real, STE 159 Carlsbad CA 92009	(760) 436-5979
BRIDGE Housing Corporation	One Hawthorne, STE 400 San Francisco CA 94105	(415) 989-1111
BUILD Leadership Development Inc.	1280 Bison, STE B9-200 Newport Beach CA 92660	(949) 720-7044
Century Housing Corporation	300 Corporate Pointe, STE 500 Culver City CA 90230	(310) 642-2007
Civic Center Barrio Housing Corp.	1665 E. 4th St, STE 210 Santa Ana CA	(714) 835-0406
Civic Center Barrio Housing Corp	7225 Cartwright Ave Sun Valley CA 91352	(818) 503-1548
Eden Housing, Inc.	409 Jackson St Hayward CA 94544	(510) 582-1460
H.O.M.E.S., Inc	4341 Birch St., STE 213 Newport Beach CA 92660	(949) 851-2766
Housing Authority of the City of Los Angeles	P.O. Box 17157, Foy Station Los Angeles CA 90017	(213) 252-2701
Housing Corporation of America	31423 Coast Highway, STE 7100 Laguna Beach CA 92677	(323) 726-9672
Jamboree Housing Corporation	2081 Business Center Dr #216 Irvine CA 92612	(949) 263-8676
Long Beach Affordable Housing Coalition, Inc	110 West Ocean Blvd., # 350 Long Beach CA 90802	(562) 983-8880
Los Angeles Housing Partnership, Inc	515 S Figueroa St. STE #940 Los Angeles CA 90071	(213) 629-9172
Neighborhood Housing Services of Orange County Inc.	350 Hillcrest La Habra CA 90631	(562) 694-2051
San Diego County SER-Jobs for Progress	3355 Mission Ave., STE 123 Oceanside CA 92054	760) 754-6500
Shelter ForThe Homeless	15161 Jackson St. Midway City CA 92655	(714) 897-3221
Solari Enterprises	1544 W. Yale Ave Orange CA 92687	(714) 282-2520

Source: California Department of Housing and Community Development (1999)

M. OPPORTUNITIES FOR ENERGY CONSERVATION

There are many opportunities for conserving energy in new and existing homes. Construction of energy efficient buildings does not lower the price of housing. However, housing with energy conservation features should result in reduced monthly occupancy costs as consumption of fuel and energy is decreased. Similarly, retrofitting existing structures with energy-conserving features can result in a reduction in utility costs. Examples of energy conservation opportunities include weatherization programs and home energy audits; installation of insulation; installation or retrofitting of more efficient appliances, and mechanical or solar energy systems; and building design and orientation which incorporates energy-conservation considerations. The City enforces all provisions of Title 24 of the California Administrative Code, which provides for energy conservation features in new residential construction.

Many modern design methods used to reduce residential energy consumption are based on proven techniques that have been known to humans since the earliest days of collective settlement. These methods can be categorized in three ways:

1. Building design that keeps natural heat in during the winter and keeps natural heat out during the summer. Such design reduces air conditioning and heating demands. Proven building techniques in this category include:
 - location of windows and openings in relation to the path of the sun to minimize solar gain in the summer and maximize solar gain in the winter;
 - use of "thermal mass," earthen materials such as stone, brick, concrete, and tiles that absorb heat during the day and release heat at night;
 - "burying" part of the home in a hillside or berm to reduce solar exposure or to insulate the home against extremes of temperature;
 - use of window coverings, insulation, and other materials to reduce heat exchange between the interior of a home and the exterior;
 - location of openings and the use of ventilating devices that take advantage of natural air flow (particularly cool evening breezes); and
 - use of eaves and overhangs that block direct solar gain through window openings during the summer but allow solar gain during the winter.
2. Building orientation that uses natural forces to maintain a comfortable interior temperature. Examples include:
 - north-south orientation of the long axis of a dwelling;
 - minimizing the southern and western exposure of exterior surfaces; and
 - location of dwellings to take advantage of natural air circulation and evening breezes.
3. Use of landscaping features to moderate interior temperatures. Such techniques include:
 - use of deciduous shade trees and other plants to protect the home;
 - use of natural or artificial flowing water; and

- use of trees and hedges as windbreaks.

In addition to natural techniques that have been used for millennia, a number of modern methods of energy conservation have been developed or advanced during the present century. These include:

- use of solar energy to heat water;
- use of solar panels and other devices to generate electricity;
- window glazing to repel summer heat and trap winter warmth;
- weather-stripping and other insulating devices to reduce heat gain and loss; and
- use of energy efficient home appliances.

N. LAND INVENTORY

1. Vacant Land

A vacant land use summary prepared by the City estimates that an additional 1,575 dwelling units could be constructed in the City. Of these units, 1,393 are single family homes in custom home lot subdivisions (most of which are under construction), while 182 multi-family units could be constructed in two of these developments. Only these 182 multi-family units are NOT entitled (meaning the City must issue one or more discretionary permits and could impose an affordability requirement). Table III-42 provides a summary of residential development potential.

2. Redevelopment Potential

Because the City is relatively new, there is no redevelopment area. In addition, the City has not identified any areas that are underdeveloped with the potential for more intense residential uses through private initiatives. Commercial zones are developed or planned with suburban-style retail uses and offices. There are no opportunities for creating additional housing through mixed-used strategies, the conversion of older non-residential structures, or the construction of housing over street level retail (as would be the case in older "main street" and neighborhood commercial centers). For these reasons, the City has not identified additional sites that have "redevelopment potential" for housing as defined in Section 65583 of the Government Code.

3. Availability of Infrastructure and Services

All of the remaining sites with residential development potential are fully served by water, sewer, streets, and other public and private infrastructure and services. There are no infrastructure or service constraints to the development of these sites.

O. GOVERNMENT CONSTRAINTS

The Governmental constraints section of the Housing Element addresses actual and potential City governmental constraints, including policies, standards, requirements or actions, imposed upon

1. The first step in the process is to identify the problem.

2. The second step is to gather information about the problem.

- 3. The third step is to analyze the information.
- 4. The fourth step is to develop a plan of action.
- 5. The fifth step is to implement the plan.
- 6. The sixth step is to evaluate the results.

2. The second step is to gather information about the problem.

2.1. The first step is to identify the problem.

2.2. The second step is to gather information about the problem.

2.3. The third step is to analyze the information.

2.4. The fourth step is to develop a plan of action.

2.5. The fifth step is to implement the plan.

2.6. The sixth step is to evaluate the results.

3. The third step is to analyze the information.

3.1. The first step is to identify the problem.

the development of housing for all income levels. Although federal and state agencies play a role in the imposition of governmental constraints, these agencies are beyond the influence of local government and are therefore not addressed in this document. The following factors may be actual or potential constraints to the maintenance, improvement, and/or development of housing for all income levels in Laguna Niguel: land use controls; building codes; processing procedures; and development fees.

1. Land Use Controls

There are two major sources of land use controls within the City: pre-existing entitlements including development agreements and vesting subdivision maps, and zoning regulations. Other existing policies contained in the General Plan and zoning regulations affecting development in the City include the subdivision ordinance; grading ordinance; and building codes. The City's General Plan and zoning and development regulations will have little practical impact on the construction of new housing in Laguna Niguel because 90 percent of the remaining dwelling units that can be developed on vacant land are entitled (only building permits required prior to construction).

2. Development Agreements

The City of Laguna Niguel incorporated in December of 1989 and was subject to pre-existing development agreements between developers and the County of Orange. Section 65864 of the Government Code outlines the provisions for development agreements. More specifically, Section 65865.3 states that development agreements approved by a county, prior to incorporation of a city, shall remain valid for the duration of the agreement or eight years from the effective date of incorporation. Three of the four development agreements in the City of Laguna Niguel were in full force and effect until December 31, 1998 and the fourth agreement was in effect until April 21, 1997.

Development Agreements are a mechanism for a developer to secure entitlement to real property. The development agreements in the City of Laguna Niguel establish specific land uses, park dedication requirements, development fees, infrastructure improvements, density, and affordable housing requirements. Developments are however, subject to the development standards in place at the time of development. When development agreements have expired, it is necessary to fall back on vesting maps.

Because development agreements are legally binding on the City, Laguna Niguel cannot unilaterally impose an inclusionary housing requirement on the remaining unbuilt subdivisions or prohibit the builders from constructing custom single family homes on the subdivided lots. It is unlikely that property owners covered by these agreements will voluntarily participate in an inclusionary housing program. It is even less likely that builders would agree to amend their subdivision maps to merge lots so that a multifamily housing project with some affordable units could be constructed.

The original development agreements have expired but have been replaced by vested subdivision maps. A vacant land analysis was conducted by the City which indicates that there are vacant sites

The first part of the report is a summary of the work done during the year. It covers the main areas of research and the results of the experiments. The second part is a detailed description of the experiments and the results. The third part is a discussion of the results and the conclusions. The fourth part is a list of references.

2. Introduction

The purpose of this report is to describe the work done during the year. It covers the main areas of research and the results of the experiments. The second part is a detailed description of the experiments and the results. The third part is a discussion of the results and the conclusions. The fourth part is a list of references.

3. Experimental Method

The first part of the report is a summary of the work done during the year. It covers the main areas of research and the results of the experiments. The second part is a detailed description of the experiments and the results. The third part is a discussion of the results and the conclusions. The fourth part is a list of references.

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to accommodate 1,575 additional dwelling units prior to build-out. Of these future units, all but 182 units are located in areas subject to existing entitlements. Therefore, the City has limited ability to change the land use designations or density of the majority of the remaining residential development. Property owners have obtained subdivision maps approvals for most of the remaining dwelling units to be constructed under the vested maps. The only permits needed to actually build these homes (primarily single family homes on custom lots or market rate production houses) are building permits.

As of August 1999, 12 of 14 subdivisions representing nearly 1,200 of the remaining dwelling units covered by existing entitlements were under construction as stated in the RHNA Appeal Letter sent by the City to SCAG. Another eight vacant custom single family home lots are scattered throughout the City and only require building permits to be developed. Finally two sites zoned for multifamily use can accommodate 182 additional units.

The existence of vested maps covering nearly all remaining vacant land in the City creates a constraint that is beyond the City's control in designating sufficient sites to accommodate its RHNA share of low- and moderate-income housing.

3. Zoning Regulations

The City of Laguna Niguel inherited a number of land use controls administered in the community by the County prior to its incorporation. The City inherited seven Planned Community's, two Specific Plans, areas with conventional zoning, and a Local Coastal Program.

Both Planned Communities and Specific Plans are special types of zoning districts established to develop regulations which are applicable to a specific area. As part of the development of Planned Communities and Specific Plans, regulations for each district must also be established. The Planned Community Program requires that a Planned Community Text and Development Plan be adopted to establish specific development regulations. The development of a Specific Plan also requires the adoption of development standards.

In addition to inheriting Planned Communities and Specific Plans, the City inherited various types of permits which are part of the County's Land Use system. Feature Plans are one type of permit which conceptually describes a proposed development for an identified and relatively large area. The purpose of the feature plan is to describe how significant natural and man-made features will be preserved or developed and how large scale planning issues of special concern will be addressed. Area Plans are another type of permit which is similar to a feature plan, except that an area plan contains more detailed information and addresses a smaller area than the feature plan. Other types of permits include Use Permits, Site Development Permits, and Variances. These permits are all project specific and provide for either the review of a specific project proposal or a deviation from the established development standards.

In 1999, the City completed a comprehensive update of its Zoning Code and Planned Communities. A major component of that update was the consolidation of all the various planned communities into one zoning document. Table III-47 summarizes the provisions of that code that pertain to residential land uses.

Development Standards	TABLE III-46 Laguna Niguel Zoning Standards						
	RS-1 Rural Residential	RS-2 Residential Estate	RS-3 Single Family 3	RS-4 Single Family 4	RP Planned Residential	RA Attached Residential	RM Multi- Family
Max. Structure Heights	35	35	35	35	35	35	35
Min. Lot Size	4 ac	8,000 sq. ft.	3,000 sq. ft.	3,000 sq. ft.	*	2,000 sq. ft.	N/A
Min Front Yard Setback	20	17	17	17	*	17	N/A
Min. Side Yard Setback (ft) ²	8	8	5	5	*	0/5	N/A
Min. Rear Yard Setback (ft.)	25	25	15	10	*	10	N/A
Maximum Lot Coverage	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2 nd Residential Unit	By Permit	By Permit	By Permit	By Permit	By Permit	By Permit	By Permit
Apartment Projects	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Allowed
Two-Unit attached dwelling	Prohibited	Prohibited	Prohibited	Prohibited	Allowed	Allowed	Prohibited
Residential Care Facilities 6 or fewer persons	Allowed	Allowed	Allowed	Allowed	Allowed	Allowed	Allowed
Managed Care Facilities, 7 or more persons. Must have MC overlay district.	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	By Permit
Guest Houses	Minor Use Permit	Minor Use Permit	Minor Use Permit	Prohibited	Prohibited	Prohibited	Prohibited
Parking Requirements	2 enclosed +1 guest w/in 100ft	2 enclosed +1 guest w/in 100ft	2 enclosed +1 guest w/in 100ft	2 enclosed +1 guest w/in 100ft	Between 1.5 -2.5 + 1 covered	Between 1.5 -2.5 + 1 covered	Between 1.5 -2.5 + 1 covered

* RP standards are contained in approved precise plans for each project.

The City's zoning standards allow for a wide range of single family lot sizes, from large residential estates to small "zero lot line" and attached dwellings. Setback standards allow for sufficient room to develop a range of housing sizes on single family lots. Parking requirements, while higher on the average than many other communities, have been determined to be the minimum necessary to ensure adequate off-street parking for residents and guests under normal conditions. The City can reduce parking requirements for specific developments, such as senior housing, that demonstrate a reduced level of automobile ownership and use by residents.

Minimum lot sizes for single family dwellings in planned residential districts are established by the original development agreement or vested map for the project. There is no minimum lot size or maximum dwelling unit density in the RM Multi-family zone.

In addition to establishing specific site development standards, the zoning code contains the following other ordinances which affect land use:

- Condominium Conversion Ordinance requires a use permit in order to convert existing rental units to condominiums. The use permit requires that each application contain a condominium conversion program including an affordable housing plan, an analysis of the balance of the housing in the community, vacancy rates, and a relocation plan.

- **Density Bonuses for Affordable Housing.** This ordinance is designed to implement the provisions of Government Code Section 65915 and 65915.5 which require local jurisdictions to provide incentives for the production of affordable housing units. The ordinance is also designed to implement the Housing Element's policies related to the provision of affordable housing.
- **Hillside Protection Ordinance (HPO)** was adopted in response to the City's unique land forms. The HPO was designed to regulate hillside development with the purpose of: protecting public health and safety; minimizing impacts to biological resources; and ensuring that the integrity of landforms are preserved. The HPO applies grading standards, such as requiring contouring of manufactured slopes, and includes landscaping requirements and limitations on development in steep areas.

4. Subdivision Ordinance

State law requires that local governments adopt a Subdivision Ordinance. To govern the process of converting raw land into development sites. State law grants local governments the authority to regulate the design and improvement of subdivisions, and to impose dedication and exactions on developers. The Subdivision Map Act establishes statewide uniformity in local subdivision procedures; standards for design and improvements are left to local government discretion.

The Subdivision Map Act distinguishes between subdivisions consisting of five or more parcels, and ones consisting of four or less parcels. The former subdivision requires a Tract Map, and the latter only a Parcel Map. In 1984, the legislation was amended to establish the Vesting Tentative Map. The approval of a Vesting Tentative Map confers a vested right to proceed with development in substantial compliance with the ordinances, policies, and standards in effect at the time the application for approval of the Vesting Tentative Map is complete. The Final Map must be approved if in substantial compliance with the approved tentative map. However, if general plan and zoning designations have been changed, the developer may not have the right to develop, unless the tentative map was a vested one.

The Vesting Tentative and Final Maps approved in the City, prior to its incorporation, are a major constraint to the production of housing. The basic use and design of developments on the majority of remaining vacant residential lands in the City have been established via County approval of these maps. Ninety-seven percent of the future dwelling units in the City are subject to a vested subdivision map or recorded map.

The City has imposed no additional subdivision requirements that would create barriers to the construction of housing or substantially increase its cost.

5. Second Units

The City allows second units in any residential zone on a single family lot with one detached owner-occupied dwelling unit under the following conditions:

- the second unit must be a rental;
- the second unit may be attached to, detached from, or created from existing floor area within the primary unit;
- the floor area may not exceed 30 percent of the floor area of the principal unit (up to 1,200 square feet maximum);
- the second unit must comply with all development standards of the zone in which it is located;
- an additional enclosed parking space is provided (plus another space if the floor area exceeds 640 square feet); and
- the second unit must be compatible with the design of the primary residence and the surrounding neighborhood.

The City's second unit policy is relatively broad and flexible with respect the zones in which second units are allowed and the conditions that must be met. The additional parking requirement should not present a constraint to the construction of second units because most single family homes in Laguna Niguel have three or four enclosed parking spaces, one of which could be used for the second unit.

6. Building Codes

Building Codes regulate the physical construction of dwellings and include plumbing, electrical and mechanical divisions. The purpose of the Building Code and its enforcement is to protect the public from unsafe buildings and unsafe conditions associated with construction. The City of Laguna Niguel enforces the Uniform Building Code as established by State Law.

State law affords local government some flexibility when adopting the uniform codes; the building codes can be amended based on geographical, topological or climatological considerations. Further, State Housing law provides that local building departments can authorize the use of materials and construction methods other than those specified in the uniform code if the proposed design is found to be satisfactory and the materials or methods are at least equivalent to that prescribed by the building codes. The Building Code adopted by Laguna Niguel is similar to those used by other local governments, and therefore does not pose any special constraints on the production or cost of housing.

7. Design Review

The City adopted design review guidelines (Title 9, Divison 1, Article 2, Chapter 9 of the Laguna Niguel Muncial Code) and a design review process as part of the 1999 Zoning Code. The overall goal of the guidelines is to "enhance the quality of the manmade environment in the City." This goal is achieved through several stated objectives:

- To create a set of explicit design standards to be used by prospective developers and their site planners, architects, landscape architects, and engineers in designing proposed development projects;
- To encourage development projects that use a variety of architectural styles,

incorporate quality design features, are inviting and user friendly, offer pleasing and interesting views, and are architecturally distinctive yet in harmony with the surrounding environment;

- To provide a consistent approach to site planning and design; and
- To provide for City review of exterior modifications to existing buildings (other than single family homes).

In general, the City's design guidelines offer principals of good design, rather than specify specific design approaches, construction techniques, or materials. As applied to multifamily residential developments of the type that could include affordable units for low and moderate income households, the guidelines would probably have little substantive cost impact. Issues addressed in the design guidelines include:

- **project access and circulation** relating to connections to existing streets, project entrances and exits, project entrance features, bus stop improvements, internal traffic circulation, driveways, parking configuration and landscaping, lighting of parking areas, and pedestrian circulation;
- **common open space and recreation areas** relating to design and location;
- **use of natural and artificial slopes** to create views, shield visually obtrusive uses, and maintain harmony with natural and artificial surroundings;
- **landscaping** for buffers, as architectural accents and elements, for hillside protection, as fences or barriers, and as visual accents for project entryways;
- **wall and fence** materials, placements, and articulation; and
- **architectural styles** relating to building mass and form, compatibility of architectural styles with surrounding uses, major architectural elements, and uses of materials.

Design review guidelines were adopted by the City to provide explicit guidance and consistency to the development process in Laguna Niguel. Prior to the adoption of design review guidelines, development decisions affecting project design were made ad-hoc and inconsistently. The use of design review guidelines can help expedite the review of affordable housing projects and reduce the potential for public opposition. Although the design guidelines address the use of materials and architectural compatibility, the most important cost factor for affordable housing is project density, not its appearance.

The design review process occurs concurrently with the processing of other development permits and does not significantly increase the total amount of time required for development approval.

8. Permit Processing Procedures

Processing times for both building and planning permits, is typically seen as a potential constraint to the production of affordable housing.

9. Building

Building review contains both plan check review and inspection. Both of these procedures have

different time schedules. For building review, the City has the established policy that the City's building plan review for most types of construction will occur within fifteen days from the date of submittal. Plan review for commercial structures is significantly longer. In actuality, the plan check time for most residential structures is ten days. Also a grading plan check occurs as part of the building plan check review process. The City policy for grading plan check review is also 15 days, which can occur concurrently with building plan check.

Building and grading inspections are required during the construction of a project. For building inspection, the City has a special 24 hour telephone line with an answering machine to take inspection requests. If the inspection request is received prior to 3:30 P.M., the inspection will take place the next working day. If the inspection request is received after 3:30 P.M., the inspection will occur the second working day from the date of inspection request. The grading inspection system operates the same as the building inspection system.

10. Planning

The California Government Code establishes permitted time periods for local agencies to review and act upon private development proposals. These time restrictions for discretionary permits are identified in Table III-47.

Table III-47 Development Processing Time Limits	
Item	State Maximum
General Plan Amendment	50 days
Environmental Documentation	
Additional Data Needed - Notice to Applicant	30 days
Determination of Negative Declaration or EIR Requirement	45 days
Completion of Negative Declaration	60 days
Certification of Final EIR	1 year
Variances, Use Permits, Site Plans, Grading Permits	
Additional Data Needed- Notice to Applicant	30 days
Final Action on Project	1 year

In an effort to streamline the development process, the City prepared a Master Environmental Assessment (MEA) as part of the General Plan program. The MEA serves to centralize data on environmental conditions, expedite environmental review process, minimize cost of environmental review, and ensure responsible development patterns.

The development review process in Laguna Niguel is governed by Local Ordinance and the City's General Plan. Local ordinances, primarily the Zoning Code, give the City's staff the ability to administratively review and approve many types of projects. For projects requiring addition review beyond Staff review, the Code establishes three boards: the Environmental Review Board (ERB), the Planning Commission, and the City Council. The ERB is comprised of three citizens appointed by the City Council. The purpose of the ERB is to review environmental

documentation and assist in the determination of whether a Negative Declaration or Environmental Impact Report (EIR) is necessary. If an EIR is required, the ERB assists in determining the scope of work for the EIR. Additionally, the ERB is responsible for the issuance of Negative Declarations. The ERB holds its regular meetings on the first Wednesday of each month. However, the ERB often holds special meetings to accommodate the schedules of various projects. Generally, the processing time for the ERB is two weeks. There are cases where the processing times have been longer than two weeks, however, State law has established specific processing time limits for environmental review and the City's environmental review process complies with the time limits established by the State.

The Planning Commission is comprised of five citizens appointed by the City Council. All major development proposals, environmental actions, zone changes, and general plan amendments are reviewed by the Planning Commission. The Planning Commission meets the second and fourth Tuesday of each month.

The City Council is comprised of five elected officials. Generally, development projects are not reviewed by the City Council unless there is an appeal. However, the City Council does review General Plan Amendments, zone changes, and certifies Environmental Impact Reports if the proposal requires action by the City Council. The City Council meets the first and third Tuesday of each month.

11. Fees

Government constraints can significantly add to the cost of housing through various fees. In addition to development processing fees, local fees include the following:

- Coastal Area Road Improvements and Traffic Signals Fee Program (CARITS);
- Moulton Parkway/Laguna Niguel Fee Program;
- San Joaquin Hills Transportation Corridor Fee Program;
- Capistrano Unified School District Developer Fee Program;
- Libraries Fee Program; and
- Fire Station Fee Program.

The CARITS Fee Program affects new developments in Zone 2. The following table breaks down the various fees by zone area and development type. Most available land is located in Zone 2D, which has the highest CARITS fees.

Table III-48 CARITS Fees in Laguna Niguel			
Development	Zone 2A: Marina Hills	Zone 2B: Bear Brand Ranch	Zone 2D
Single-Family Unit	\$891	\$891	\$1,508
Multi-Family Unit	\$531	\$531	\$1,206
Non-Residential	\$1.041/ft. ²	\$1.041/ft. ²	\$1.357/ft. ²

Source: Laguna Niguel Community Development Department, 2000.

The Moulton Parkway/Laguna Niguel (MP/LN) Fee Program places additional fees on new development. The Moulton Parkway Zone covers the western half of the city of Laguna Niguel, including Pamillia, Coronado Pointe, Highlands North, and Estates of Rancho Niguel. Laguna Sur, Monarch Point, Binion, and the Hon Property are not located within either fee zone. The remaining properties are all located in the Laguna Niguel fee zone.

Table III-49		
MP/LN Fee Program		
Development	Moulton Parkway Zone	Laguna Niguel Zone
Single-Family Unit	\$311	\$171
Multi-Family Unit	\$182	\$99
Commercial	\$0.615/ft. ²	\$0.726/ft. ²

Source: Laguna Niguel Community Development Department, 1999.

To maintain fire service levels, new developments must pay a fee so that fire service providers can adequately serve new areas. The Fire Station Fee Program is broken down by fire station service areas. Developments served by Fire Station #39 pay a fee of \$65.00 per dwelling unit or \$7.20 per 100 sq. ft. of non-residential development. Developments served by Fire Station #49 must pay a fee of \$236.00 per dwelling unit or \$25.38 per 100 sq. ft. of non-residential development.

All developments in the City must participate in the San Joaquin Hills Transportation Corridor Fee Program. Fees for single-family dwellings are \$3,391 per unit, while multi-family dwellings are \$1,974 per unit. Commercial developments must pay a fee of \$4.54 per square foot.

The Capistrano Unified School District Developer Fee Program requires fees for new development, including additions to existing residential structures, to maintain school service levels as the community grows. Residential developments and some additions must pay a fee of \$2.59 per square foot. Commercial and Industrial Developments in Laguna Niguel must pay \$0.31 per square foot.

The Libraries Fee Program helps to maintain library services at the City's two libraries - Aliso Library and Crown Valley Library. Fees per dwelling unit are \$206.00 for Aliso Library and \$194.00 for Crown Valley Library.

Depending on the size, type, and location of a dwelling unit, the development fees listed above can range from about \$4,000 to over \$10,000 per dwelling unit. For a typically-priced new single family home, development fees represent two percent or less of the cost of the home. For an attached home or townhouse, development fees represent between three and five percent of the cost. These are not extraordinary costs. The fees might represent a more significant cost of developing affordable housing, particularly for low or very low income households, however.

P. NON-GOVERNMENTAL CONSTRAINTS

1. Land Prices

Residential land prices in Orange County have risen dramatically since the early 1980s. According to the Construction Industry Research Board (CIRB), the cost of improved residential land in 1989 accounted for 35 percent of the total cost of constructing a single family unit. In contrast, CIRB indicates that the percent of housing cost attributed to land price in 1980 was only 27.8 percent. By 1999, it estimated that land costs in Laguna Niguel had risen to 50 percent or more of the cost of a new home, particularly for multifamily housing. At \$23 per square foot of multi-family property, a typical lot would cost \$115,000.

The increase in land cost in Laguna Niguel can be attributed to the desirability of the community. This includes the community's location, topography, and amenities. The high land costs also trigger higher costs in other areas of development. To balance the high cost of land, developers must increase amenities within the housing unit as well as the community area in order to justify the higher prices paid for the land.

Because remaining vacant land in the City is a limited commodity, there is little the City can do to mitigate the impact that high land costs have on the feasibility of producing low and moderate-income housing.

Table III-50
Apartment Replacement Costs

Cost Type	Per Square Foot	Per Unit Cost	Cost for 207 Units
Land Cost	\$23	\$63,840	\$13,214,880
Construction Cost	\$69	\$21,600	\$4,471,200
Permits and Fees	\$12	\$11,200	\$1,318,400
Soft Costs	\$4	\$4,000	\$828,000
Financing	\$10	\$9,200	\$1,904,400
Marketing/Other	\$3	\$3,160	\$654,120
Total	\$121	\$118,000	\$22,391,000

The City of Laguna Niguel is marked by a series of hills and valleys. Niguel Hill, located in the southwestern portion of the City, is the point of highest elevation at 936 feet. The Salt Creek, Aliso Creek, and Oso Creek are the City's primary drainages and tributaries. These waterways exist in several of the City's valleys.

The topography is the primary cause of increased land and construction costs of new development in the City. Land prices are increased because the majority of homes in Laguna Niguel are considered "view lots." The two predominant views are the Pacific Ocean to the south and west

and the Capistrano Valley and Saddleback Mountain to the north and east. "View" properties substantially increase the price of land.

2. Vacancy Rate

Based on data from the Department of Finance, the City of Laguna Niguel has a vacancy rate of 9 percent. This relatively high vacancy rate means that many newly constructed units are not quickly being occupied and absorbed into the system, a phenomenon that has occurred over the past decade. It is projected that this lack of absorption of new units will cause the rate of future growth in the city to slow down from past trends.

3. Construction Costs

The Real Estate and Construction Report, prepared by the Real Estate Research Council of Southern California, provides construction cost trend information for the Southern California area. According to the report, construction costs for apartment and single-family residences have increased steadily since 1976.

The report analyzes the construction costs for various types of developments. The construction costs only include the materials and labor of construction. Land prices, building and development fees, and any other required fees are not included in the construction cost figures. Construction costs for single-family units are significantly higher.

Construction costs for rental units are approximately \$70 to \$75 per square foot. A recently built 230 unit three-story, 230,000 square foot multifamily project cost approximately \$28,250,000 or about \$122,826 (Shea Properties, Dwayne Bradley, pers. comm. December 1999). Construction costs were \$15,960,000, land and associated costs were \$5,400,000, development costs such as permits and fees were \$2,800,000, soft costs such as engineering and architecture were \$1,000,000, financing was \$2,300,000 and marketing and other costs were \$790,000. Materials and labor usually cost between \$68 and \$70 per square foot.

The cost per square foot for a single family home would typically be higher, in the range of \$100 - \$120 per square foot for standard tract home. For example, a 2,000 square foot home at \$120 per square foot would result in a cost of \$240,000 without land costs added. Because most of the homes in Laguna Niguel are custom homes rather than tract homes, it is not uncommon for construction costs to reach \$200 per square foot.

The hilly topography also increases construction costs because of the substantial amounts of grading necessary. The increased amounts of grading result in construction costs higher than in flat areas. Since construction costs are less in the flat areas the competition of uses in those areas is heavy. A development must include roads and parks, both of which require flat land. Therefore, the opportunity to develop residential uses on the flat land in the City is limited.

4. Financing Costs

Interest rates have the greatest impact on the ability to construct or purchase a home. Interest rates, however, are determined by national policies and economic conditions and, as such, local government can do little to affect these rates.

Lending rates for developers are generally 2 to 2.5 percentage points higher than the prime interest rate. The building industry notes that financing for residential development is currently difficult to obtain from the banking community.

Mortgage interest rates for home purchase ranges from six to nine percent for a fixed-rate 30-year loan. Lower initial rates are available with Graduated Payment Mortgages (GPMs) or Adjustable Rate Mortgages (ARMs).

5. Developers' Perception Of Marketability

Developers generally design their projects to attract a specific segment of the market. Depending on what market is being attracted, developers frequently include in their housing developments a variety of amenities not required under the City's zoning, subdivision, or building codes. Examples of such amenities include increased open space, additional parking spaces, and lower densities than are required by City regulations. While the City does impose minimum requirements on developers, it can not realistically prevent developers from imposing more stringent requirements on themselves.

6. Fiscal Solvency

Fiscal solvency is very important to the integrity of the City. Without a sound financial base, the City cannot operate or provide services to the public. The City derives its fiscal solvency from commercial development, primarily retail sales tax. Currently the City is developed predominantly as a residential community with 37 percent of the land area dedicated to residential land use. Many areas of the City are also set aside for permanent open space uses (39 percent of the land area) primarily due to steep topography or waterways in the valley floors. Major streets and right-of-ways comprise 16 percent of the land area. The employee generating land uses, such as retail, office, and industrial uses, only account for 5.3 percent of the land area and public institutions account for 2.4 percent of the land area. Therefore, in making future land use decisions, the City must consider the need to maintain fiscal solvency. It would be possible to re-zone commercial properties to accommodate more housing within the City. However, since the current commercial land base is merely 4.3 percent, this raises an issue of maintaining the City's budget, which is derived from the sales taxes generated by uses on commercial properties. Reducing the number of commercial properties may jeopardize the City's budget. Therefore, any future decisions to re-zone commercial property feasible for residential development would need to consider the impact on fiscal solvency. Additionally, the City does not have a redevelopment agency to help fund affordable housing development using the mandatory set-aside funds.

IV. CONSISTENCY OF THE HOUSING ELEMENT WITH OTHER GENERAL PLAN ELEMENTS

The Laguna Niguel Housing Element is generally consistent with the other elements of the Laguna Niguel General Plan. The Housing Element will not require changes in policies to other General Plan elements, nor would it permit the development of more housing units than already anticipated in the current General Plan. There are two exceptions to this consistency finding that could require amendment of the Land Use Element and Land Use Element Map:

- If the City permits the development of multifamily housing on an existing commercially-zone site, a general plan amendment and rezoning will be necessary.
- If the City approves the amendment of an existing vested map to consolidate several parcels for the development of multifamily housing, a general plan amendment and rezoning may be necessary.

Land Use Element

With the exception of the two actions stated above, implementation of the Housing Element will not require amendment of the Land Use Element or Map. The number of dwelling units set by the City as its quantified objective for the period 2000-2005 is within the existing Land Use Element estimate at build-out. None of the policies or actions in the Housing Element for the preservation or conservation of existing affordable housing will require amendment of the Land Use Element. The Housing Element is consistent with Land Use Element standards of density and building intensity.

Open Space/Parks/Conservation Element

None of the policies or programs in the updated Housing Element will require conversion of open space, parkland, or conservation areas for residential use or significantly increase the use of these resources beyond the level anticipated in the Open Space/Parks/Conservation Element.

Circulation Element

None of the policies or programs in the updated Housing Element will require the construction, extension, or widening of streets beyond that already anticipated in the Circulation Element. Implementation of the Housing Element will not impact current circulation policies for pedestrian, bicycle, public transit, or other alternative modes of transportation. The updated Housing Element will not require changes to Circulation Element policies addressing street improvement standards.

Public Facilities Element

Implementation of the Housing Element will not affect current policies in the Public Facilities Element for water, sewer, flood control, solid waste, law enforcement, emergency services, or other City facilities or services. The Housing Element will not require modifications in service levels, facility capacities, service or facility routes/lines, or affect the demand for City services or facilities beyond that already anticipated in the Public Facilities Element. Implementation of

the Housing Element will not require construction or expansion of private utilities beyond that anticipated in the General Plan.

Noise Element

None of the Housing Element policies or actions will affect policies in the Noise Element or significantly affect major sources of community noise. The development of multifamily housing on an existing commercial site could expose a sensitive noise receptor to noise levels in excess of those recommended levels for residential use. The development of multifamily housing on consolidated parcels in an area currently designated for single family homes could expose existing neighborhoods to increased noise from additional traffic. While these potential impacts will not require amendment of the Noise Element, they would be addressed as part of the environmental review for specific development proposals.

Seismic Safety/Public Safety Element

None of the Housing Element policies or actions will expose residents to seismic safety or public safety hazards that are not already addressed in the Seismic Safety/Public Safety Element. Implementation of the Housing Element will not create additional, unanticipated safety hazards.

Growth Management Element

Implementation of the Housing Element will not require amendment of growth management policies contained in the Growth Management Element. Neither the location of future housing, the total number of housing units, nor the rate of growth will be materially affected by the updated Housing Element.

Community Service Standards Element

Implementation of the Housing Element will not significantly affect the levels of public services needed in the City or the delivery of those services to city residents.

V. EVALUATION OF THE 1992 HOUSING ELEMENT

State law (Government Code Section 65588. [a]) requires local governments to review their housing elements as frequently as appropriate, but not less than every five years, to evaluate:

- The appropriateness of housing goals, objectives, and policies;
- The effectiveness of the housing element in attainment of the community's housing goals and objectives; and
- The progress achieved in implementing the housing element.

The review of the housing element must account for low- or moderate-income housing provided or required pursuant to state law (Government Code Section 65590 [d]), including housing removed or provided in the coastal zone for communities within the coastal zone.

The 1992 Housing Element contained seven programs with 33 actions. Table V-1 summarizes that City's achievements for those 33 actions. The City had the greatest success in accomplishing the following actions:

- Providing sufficient sites to accommodate its RHNA allocation
- Adopting a new zoning code containing provisions for density bonuses, second units, and senior housing
- Funding services provide that benefit lower income Laguna Niguel residents

The City has had the least success in achieving objectives for the creation of new affordable housing and the preservation of existing affordable housing. Although the City was not able to satisfy its regional requirements contained in the 1992 Housing Element, the City was successful perserving two single family homes occupied by low-income elderly homeowners and in permitting the construction of nearly 100 housing units affordable to lower and moderate income households in the Niguel Gardens project. There are a number of reasons for this outcome, as listed in Table V-1.

TABLE V-1
GOALS, POLICIES, AND PROGRAMS OF THE 1992 HOUSING ELEMENT

GOAL/POLICY/PROGRAM	SUMMARY	
	GOALS & POLICIES	
GOAL 1 A diversity of housing opportunities that satisfy the physical, social, and economic needs of existing and future residents of Laguna Niguel	Policy 1.1	Ensure that housing is safe and sanitary with adequate public services to accommodate the needs of City residents.
	Policy 1.2	Promote the continued maintenance and enhancement of the existing housing stock.
Goal 2 Affordable Housing for all economic segments of Laguna Niguel	Policy 2.1.	Promote a variety of housing opportunities that accommodate the needs of all income levels of the population.
	Policy 2.2	Continue administration and monitoring responsibility for the Inclusionary Housing Program (IHP) and Housing Opportunities Program (HOP) previously administered by the County of Orange.
	Policy 2.3	Support innovative public, private and nonprofit efforts in development of affordable housing, particularly for special needs groups.
	Policy 2.4	Pursue all available forms of local, state and federal assistance to support development and implementation of housing programs.
	Policy 2.5	Monitor the number of affordable units eligible for conversion to market-rate units and develop programs to minimize the loss of these units.
GOAL 3 Equal housing opportunity for all residents in Laguna Niguel.	Policy 3.1	Encourage and support the enforcement of laws and regulations prohibiting the discrimination in lending practices in the sale or rental of housing.
	Policy 3.2	Support actions to reduce regulatory constraints which impede equal housing opportunities.

GOAL/POLICY/PROGRAM	OBJECTIVE AND ACTIONS	ACHIEVEMENTS										
PROGRAM 1: PROVISION OF ADEQUATE HOUSING SITES	Objective: Identify adequate housing sites for the construction of new housing units to meet the City's identified housing need. 1992 Quantified Objectives by Income Level <table><tr><td>Very Low</td><td>Low</td><td>Moderate</td><td>Above Moderate</td><td>Total</td></tr><tr><td>82</td><td>100</td><td>118</td><td>277</td><td>577</td></tr></table> Action 1: City has identified adequate housing sites, for the production of 4,708 units, which will be made available through appropriate land use designations and zoning for the construction of housing units for a variety of income levels. Action 2: When requested by property owners, the City shall approve the rezoning of developed or vacant property from nonresidential to residential uses when appropriate.	Very Low	Low	Moderate	Above Moderate	Total	82	100	118	277	577	Between 1992 and 1997, 2,175 units were constructed. A 1997 land use inventory indicates that 1,575 units remain built until build-out is reached. No rezoning of nonresidential to residential have been requested and none initiated by the City
Very Low	Low	Moderate	Above Moderate	Total								
82	100	118	277	577								
PROGRAM 2 SITES FOR THE HOMELESS AND EMERGENCY SHELTERS	Objective: Promote and assist in the development of emergency shelters and transitional housing. Action 1: The City shall continue to collect data on the number of homeless in Laguna Niguel. Action 2: The City shall participate on the Orange County Homeless Issues Task Force. Action 3: Upon becoming an entitlement city for Community Development Block Grant Funds, the City shall allocate a portion of its CDBG funds to social service agencies that provide services to the homeless. Action 4: As part of the City's development of its Zoning Ordinance, the City shall allow for emergency and transitional shelters, with discretionary approval, in those areas with the land use designation of, Industrial/Business Park; Professional Office; Community Commercial.	City's ongoing monitoring/data collection efforts have not identified any homeless individuals. The City participated in the Orange County Homeless issues Task Force . The City became an Entitlement City in 1997 and has since provided CDBG funds to service providers caring for the homeless such as:. The City's new zoning code adopted in 1999 permits emergency shelters in all nonresidential districts and transitional housing facilities in the public institutional district.										

GOAL/POLICY/PROGRAM	OBJECTIVE AND ACTIONS	ACHIEVEMENTS
PROGRAM 3 AFFORDABLE HOUSING DEVELOPMENT	Objective: Promote and assist in the development of housing for low and moderate income households. Action 1: Continue to administer and monitor the applicable County of Orange affordable housing requirements, placed on projects in Laguna Niguel prior to the City's incorporation. Action 2: Administer the City's Affordable Housing Incentive Ordinance regarding the provision of incentives or regulatory concessions to encourage development of affordable housing. Action 3: Continue to participate with Orange County and CHFA in securing tax exempt mortgage revenue bonds. Encourage developers of remaining residential sites to use tax exempt mortgage revenue bonds for low and moderate income housing on these sites by considering the modification of development standards (e.g. parking, setbacks, lot coverage, etc.) or the waiving of park and planning fees. Action 4: Administer and consider amending the City's Senior Citizen Incentive Use Permit to require only 25 percent of the units to be affordable to Lower Income households (80 percent of HUD median income). Action 5: Encourage the use of Section 202 funding by considering the modification of development standards (e.g. parking, setbacks, lot coverage, etc.) or the waiving of park and planning fees for projects which use Section 202 funding. Action 6: Adopt a Granny Flat Ordinance which allows for the construction of granny flats in residential areas.	Alicia Park, Rancho Niguel, Villa La Paz, Country Club Villas, Laguna Serrano, Niguel Summit, and Seaview Summit are the remaining housing projects with affordable units - (207 subsidized units and 177 bond-financed units total). All other affordability restrictions have expired. No development applicable to the ordinance has been proposed. All new housing sites are within approved development projects that were under construction at the time the Housing Element was adopted or that only required building permits for construction. Orange County is still developing the mortgage revenue bond program. Developers of the remaining private land have not shown any interest in developing remaining multi-family sites. The City has not had the opportunity to implement this action. The City's new Zoning Code adopted in 1999, includes provisions for density bonuses consistent with state law. There have been no new development proposals for use of Section 202 funds for elderly/disabled housing. There are only two vacant multifamily sites available for which funding could be used. Modified standards and fee waivers would be considered on a case by case basis. The City's new Zoning Code, adopted in 1999, included provisions to allow second units in all residential zones with a use permit: the units must be rentals (the primary unit must be owner occupied), limited to 30 percent of the floor area of the primary unit (max. of 1,200 sq. ft.), must comply with zoning standards, must have one enclosed parking space plus one additional space if second unit is more than 640 sq. ft.), and must be compatible with the main unit and surrounding neighborhood. No affordable housing projects have been proposed for the City to consider incentives.

GOAL/POLICY/PROGRAM	OBJECTIVE AND ACTIONS	ACHIEVEMENTS
PROGRAM 3 AFFORDABLE HOUSING DEVELOPMENT	Action 8: Continue to apply for and use Community Development Block Grant Funds (CDBG) to facilitate the development and construction of housing for lower and very low income households. Action 9: To the extent that developers and landowners are willing to cooperate, the City will apply for HOME funds.	Since 1992, CDBG funds totaling \$40,000 have been used for two housing rehabilitation projects. City has used CDBG funds primarily for public facilities meeting federal program objectives (this has been the highest priority). No developments meeting HOME Program criteria have been proposed by developers.
PROGRAM 4 REMOVAL OF GOVERNMENTAL CONSTRAINTS	Objective: To remove as many governmental constraints as feasible, in order to help encourage and promote the construction of housing affordable to low and moderate income households. Action 1: Adopt a Zoning Ordinance to implement the General Plan. Action 2: Review existing development fee schedule and consider adoption of a modified fee schedule for the development and construction of low and moderate income housing and senior housing. Action 3: Review existing development processing time schedule and consider adoption of a modified time schedule for the development and construction of low and moderate income housing and senior housing.	The City's new Zoning Code adopted in 1999. The new Zoning Code consolidated several planned community documents into one comprehensive document to improve efficiency in administration. The Code establishes development standards for six residential zones: Rural Residential District, Residential Estate District, RS-3 and RS-4 Single Family Districts, RP Planned Residential District, RA Attached Residential District, and RM Multifamily District. The Zoning Code also establishes permit procedures for group homes and second units in residential districts and for managed care senior housing, rooming and boarding houses, emergency shelters, and transitional housing in nonresidential districts. The City has not adopted a modified fee schedule. However, on a case by case basis, fees may be waived. City planning fees have not increased since 1989. The City has not adopted a modified processing time schedule. However, fast-tracking is available on a case by case basis, work load permitting.
PROGRAM 5 CONSERVE AND IMPROVE EXISTING HOUSING AFFORDABLE TO LOW AND MODERATE INCOME HOUSEHOLDS	Objective: To conserve and improve existing housing which is affordable to low and moderate income households. Action 1: Conduct a detailed investigation to determine the exact dates specific assisted units are scheduled to convert to market rate.	The City has tracked the termination dates of subsidized units in Laguna Niguel but has not had the funding to continue the subsidies to assure the continued affordability of these units. The City has not used CDBG funds to preserve affordable units due

GOAL/POLICY/PROGRAM	OBJECTIVE AND ACTIONS	ACHIEVEMENTS
	Action 2: Utilize CDBG funds to preserve as many of the 142 Very Low and 700 Lower Income units scheduled to convert to market rate within five years. Depending on the City's allocation, it is anticipated that between 20 and 50 units can be preserved per year. Action 3: Negotiate with developers and landowners who have undeveloped land to develop a program where regulatory incentives could be granted for the undeveloped projects in return for conservation of existing bond assisted or inclusionary units. Action 4: Study the feasibility of establishing a Housing Trust Fund in Laguna Niguel. Action 5: Develop a Housing Inspection Program through the Code Enforcement Division of the Community Development Department.	to other priorities for the use of funds. Since 1992, CDBG funds have been allocated to two Housing Rehabilitation contracts totaling \$40,000. In 1997, the City became an entitlement city. During the preparation of the CDBG mandated Consolidated Plan, the City conducted a community-wide Needs Survey which found that the Community's highest priority needs were youth centers and parks and recreation, crime awareness and senior services. The need for rental housing was not identified as a priority need by the Community Needs Survey. The City's CDBG program has focused on the development of parks and other recreational infrastructure, primarily in response to the high priority assigned to youth centers and parks and recreation. Another focus of the CDBG program has been the City's efforts to assist owners of properties impacted by landslides caused by the 1998 El Nino storms. Another consideration is that Orange County during this review period, was in the midst of a recession and that high vacancy rates for purchase and rental housing were typical at the time the survey was conducted. Since the late-1990s, the booming Orange County economy has caused a significant tightening of the housing market for both buyers and renters forcing both housing prices and rents to increase. The City has not implemented this program due to a lack of developers interested in such incentives. At the time of the adoption of the 1992 Housing Element, most vacant land was located in projects that had received their discretionary permit approvals, so there the City had little bargaining power to offer incentives. The City did not implement this program because most vacant land was located in projects in which all discretionary permits had already been approved. The City had virtually no opportunity to impose a requirement to contribute to a Housing Trust Fund as a condition of obtaining building permits, therefore. In addition, there are few vacant sites remaining in the City in which the use of a Housing Trust fund might be feasible to produce affordable housing for low-income households. The City currently inspects homes on a complaint basis or at the request of the occupant. The City performs one inspection per

GOAL/POLICY/PROGRAM	OBJECTIVE AND ACTIONS	ACHIEVEMENTS
	Action 6: Encourage apartment owners to list available rental units with the Orange County Housing Authority for the Section 8 rental assistance program. Action 7: Develop a Homesharing Program in Laguna Niguel. The goal of this program is to match 30 residents (15 very low income and 15 lower income) each year. Action 8: Publicize and encourage the participation in the Reverse Mortgage Program and refer eligible homeowners to the County Housing Authority and/or the South County Seniors. Action 9: The City will provide technical information to local groups about shared equity programs, and provide referral services to eligible homeowners. Action 10: Continue to administer the City's Condominium Conversion Ordinance. Action 11: Establish a program to monitor the construction, demolition, and conversion of units affordable to low and moderate income households in the Coastal Zone.	month on the average. The City has an active code enforcement/property maintenance program to keep the existing housing stock in good condition. The City has not implemented this program because there are only two apartment complexes in the City with rent low enough to participate in the Section 8 Program, and the owners of these apartment already participate in the Program. A 1999 survey of advertised rents for apartments and condominiums in Laguna Niguel conducted for the Housing Element update found no rental units available at or below the federal Fair Market Rent level. Given the low likelihood that other rental units are eligible to participate in the Section 8 Program, the City's efforts to encourage other landlords to participate in the Section 8 Program is unlikely to be successful. Since 1997, the City has used CDBG funds to support homesharing. South County Senior Services, located in Laguna Hills, runs a homesharing service for Laguna Niguel residents. South County Senior Services has assisted approximately 15 Laguna Niguel residents per year. The City refers interested homeowners to the appropriate agency when inquiries arise. The City refers interested homeowners to the appropriate agency when inquiries arise. The City administers this ordinance on an ongoing basis. Thus far, no conversions have occurred. The City monitors all construction, demolition, and conversion activities through its development permit processes and will continue to do so.

GOAL/POLICY/PROGRAM	OBJECTIVE AND ACTIONS	ACHIEVEMENTS
PROGRAM 6 PROMOTE HOUSING OPPORTUNITY	Objective: Promote equal housing opportunity for all residents of Laguna Niguel. Action 1: Continue to support the activities of the Fair Housing Council and provide referrals to this organization when appropriate. When the City becomes an entitlement City, a portion of the City's CDBG funds will be contributed to the Fair Housing Council.	Since 1997, the City has provided CDBG funding to the Orange County Fair Housing Council to provide fair housing services to City residents. According to the annual performance reports of the Fair Housing Council, the Council has responded to about 100 complaints a year by Laguna Niguel residents. Complaints regarding fair housing received by City staff are forwarded to the Fair Housing Council for resolution. The most recent complaints have focused on sudden rent increases, which are indicative of the strong demand for purchase and rental housing in the City.
PROGRAM 7 HOUSING ELEMENT MONITORING AND REPORTING	Objective: To develop monitoring and reporting programs for the Housing Element and ensure the Housing Element is internally consistent with other elements of the General Plan. Action 1: Develop a monitoring program and report to the City Council annually on the progress of Housing Element programs. Action 2: Require social service agencies and nonprofit organizations which receive CDBG funding from the City to record information on the residences of clients served. Action 3: Whenever land use regulations, land use designations, or housing programs are proposed for adoption or modification, the Community Development Department shall analyze the proposed changes to determine consistency with the Housing Element and other elements of the General Plan.	The City has not prepared and submitted annual Housing Element implementation status reports. The City has implemented this action by requiring quarterly and annual reports from each of the City's subgrantees receiving CDBG funds. City staff preforms this consistency analysis as part of the staff report to the Planning Commission and City Council for any proposed modifications of the General Plan, Zoning Code, other City ordinances and regulations, or adopted housing programs.

Table V-2						
Quantified Objectives						
1992 - 2000						
Objective	Very Low	Lower	Mod I	Mod II	Upper	Total
	< 50 %	50-80 %	80-100 %	100-120 %	> 120 %	
New Units Proposed	110	86	217	524	3,771	4,708
New Unit Produced	0	1	49	49	2,399	2,498
Conservation Proposed	142	1,093	783	501	0	2,519
Units Conserved	0	2	0	0	0	2
Total	252	1,179	1,000	1,025	3,803	7,259
Total Produced/Conserved	0	3	49	49	2,399	2,500

APPENDIX A

Chapter Nine
GROWTH MANAGEMENT

General Plan for the City of Laguna Niguel
Chapter 9 - Growth Management

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GROWTH MANAGEMENT

I. INTRODUCTION

A. Purpose

The purpose of this Element of the Laguna Niguel General Plan is to promote orderly growth and development based on the City's ability to provide an adequate circulation system to serve the land uses established pursuant to this General Plan. It is further intended that achieving an adequate circulation system will be accomplished in accordance with the Orange County Division, League of California Cities "Countywide Traffic Improvement and Growth Management Plan Component" (Measure M).

While this Chapter focuses solely on transportation and circulation aspects of growth because Laguna Niguel is a "developed" community, it is important to recognize that this is only one of several dimensions of overall growth management to be undertaken by the City of Laguna Niguel. Other aspects of growth management will be found within various other elements of the City's General Plan and in the Community Service Standards Element. Taken together, these sections of the Laguna Niguel General Plan will influence growth and development within the City and in surrounding areas to achieve the quality of life embodied in the Plan.

B. Key Definitions

The General Plan Glossary of Terms, Appendix A to the General Plan, defines numerous terms used in this Plan. The following definitions are presented here because they are critical to an understanding of the Element.

1. **CAPITAL IMPROVEMENT PROGRAM (CIP).** A listing of capital projects needed to meet, maintain and improve a jurisdiction's adopted Traffic Level of Service and Performance Standards.

The CIP includes proposed projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements. The CIP is one tool for implementing the General Plan and is updated annually to insure that priorities remain timely as circumstances change.

2. **COMPREHENSIVE PHASING PLAN (CPP).** A road and public facilities improvement and financing plan which responds to the level of service requirements in the Element.

With regard to road improvements, a CPP includes level of service requirements and takes into account measurable traffic impacts on the circulation system.

3. **CRITICAL MOVEMENT.** Any of the conflicting through or turning movements at an intersection which determine the allocation of green signal time.

This helps to identify capacity of the intersection to handle traffic wishing to move in various directions through the intersection.

4. **DEVELOPMENT PHASING PROGRAM.** A set of standards and procedures which establish the requirement for building and grading permits to be approved or issued in a manner that assures implementation of required transportation and public facilities improvements.

This program enables the City to specify the order of improvements and the phasing of dwelling units based, at a minimum, on mitigation measures adopted in conjunction with environmental documentation and other relevant factors.

5. **DEFICIENT INTERSECTION FUND.** A trust fund established to implement necessary improvements to existing intersections which do not meet the Traffic Level of Service policy.

This fund serves as a "holding device" for accumulating funds from multiple projects until sufficient money is available to fund intersection improvements.

6. **DEFICIENT INTERSECTION LIST.** A list of intersections which, after all feasible traffic improvements have been made, still exceed the threshold traffic level of service standard.

The significance of an intersection being on the Deficient Intersection List is that since all feasible improvements have been made, no additional funding for transportation improvements is shown for these intersections on the City's Seven - Year Capital Improvement Program. The Deficient Intersection List is primarily to be used in Growth Management Area Inter-Jurisdictional Planning Forums for discussion among member jurisdictions of land use decisions, traffic mitigation programs and transportation improvement projects. Placing an intersection on the Deficient Intersection List does not detract from the City's ability to qualify for Measure M funds for other traffic improvements.

7. **DEVELOPED COMMUNITY.** A community which already contains public facilities necessary to support development on the general plan land use element, but may require new or improved transportation facilities to implement their circulation system and the regional system.
8. **GENERAL PLAN.** The basic policy guide for physical planning and development in the City. It is a long range vision for the community and statement of desired growth and improvement. It serves as the basis for

regulation of land uses and the provision of public facilities and services to support the community.

The General Plan describes the desired future conditions the Growth Management Element is intended to help achieve.

9. **GROWTH MANAGEMENT.** The process of influencing, guiding and regulating various aspects of growth to achieve prescribed standards or levels of service. It involves establishing plans, policies and programs to achieve certain desired amounts, rates, timing and quality of growth and development.

Growth Management is a means to an end: a quality living environment. Implementing programs/actions to achieve that purpose must occur as a continuing part of the decision making process.

10. **GROWTH MANAGEMENT AREAS (GMAs).** A subarea of the County established by the Regional Advisory and Planning Council to promote inter-jurisdictional coordination in addressing infrastructure concerns and in implementing needed improvements.

The City of Laguna Niguel shares GMA No. 10 with the Cities of Laguna Beach, Laguna Hills, a portion of Mission Viejo and a portion of unincorporated Orange County. It will also be particularly important to coordinate with the adjacent cities of Dana Point and San Juan Capistrano in GMA No. 11.

11. **GROWTH MANAGEMENT ELEMENT.** An Element of the City General Plan which specifies goals, policies and actions for achieving optimum community benefits from growth and development through influencing the rate, amount and phasing of growth in accordance with established traffic levels of service.

The Measure M requirements for a growth management element include:

- a. Specification of Traffic Level of Service Standard(s);
 - b. Adoption of a Development Mitigation Program;
 - c. Adoption of a Development Phasing Program; and
 - d. Adoption of an Annual Monitoring Program.
12. **INTERJURISDICTIONAL FORUM.** An ongoing series of meetings involving jurisdictions within a GMA to reach resolution of issues related to Measure "M" Growth Management Elements.

This is the intergovernmental mechanism for local government coordination within and between GMAs.

13. **LOCAL TRANSPORTATION AUTHORITY.** The Orange County Transportation Authority (OCTA).

This is the agency responsible for processing Measure M compliance submissions and administering the Measure M funds.

14. **MEASURABLE TRAFFIC.** Traffic volume resulting in a 1% increase in any critical movement at an intersection.

This level of traffic increase is a key factor in determining the impacts for which a project would be responsible.

15. **MEASURE M.** The countywide growth management ordinance passed by the voters to raise gas sales taxes within Orange County in order to fund specific transportation improvements and establish growth management procedures aimed at insuring that new development pays for the traffic improvements needed to maintain acceptable traffic levels of service.

16. **TRAFFIC LEVEL OF SERVICE (LOS).** This may also be referred to as the Threshold Traffic Level of Service. Specifically, a scale that measures the amount of traffic a section of road or intersection may be capable of handling. The scale ranges from a best case of LOS A to virtual gridlock at LOS F. When specified as a target for one or more links or intersections its achievement becomes a matter of policy.

For traffic purposes, the following simplified scale illustrates the differences in LOS:

Peak Hour Level of Service Description		
Level of Service	Traffic Flow Quality	ICU Value
A	Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00-0.60
B	Operating speeds beginning to be affected by other traffic between one and 10 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.61-0.70
C	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; recommended ideal design standards.	0.71-0.80
D	Tolerable operating speeds; 31 to 70 percent of the signal cycle have one or more vehicles which wait through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81-0.90

Peak Hour Level of Service Description		
Level of Service	Traffic Flow Quality	ICU Value
E	Capacity; the maximum traffic volume an intersection can accommodate; restricted speeds; 71-100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.91-1.00
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volumes and traffic speed can drop to zero; traffic volume will be less than the volume which occurs at Level of Service "E".	Above 1.00
Source: <u>Highway Capacity Manual</u>: Highway Research Board Special Report 87, National Academy of Sciences, Washington D.C. , 1965, Page 320. Definition: Peak Traffic Period of time in which the greatest number of vehicle trips are traveling on given roadways. Signal Cycle - Any complete sequence of signal indications. Queue - a line of vehicles		

These level of service descriptions are based on the Intersection Capacity Utilization (ICU) method. The ICU method measures the ratio of intersection demand to capacity. The ICU is calculated by adding the ratios of demand to capacity for the critical movements at an intersection.

Section C, below, provides further specifications of Measure M requirements.

C. Consistency with Applicable Laws

The California Government Code, Section 65303, states that "the General Plan may include any other elements or address any other subjects which, in the judgement of the [City Council], relate to the physical development of the ... city. By increasingly common practice in California, this option includes Growth Management Elements or policies.

The Countywide Traffic Improvement and Growth Management Initiative (Measure M) states:

"Each jurisdiction is to adopt a Growth Management Element of its General Plan to be applied in the development review process. Developed [Growth Management Areas] GMAs are required to include within their [Growth Management] Element sections that:

1. Specify Traffic Level of Service (LOS) standards;
2. Adopt a Development Mitigation Program;

3. Adopt a Development Phasing Program; and
4. Adopt an Annual Monitoring Program.

As specified in the adopted Countywide Growth Management Program Implementation Manual, Laguna Niguel defines itself as a developed community.

Other Requirements of Measure M include the following actions which may be taken outside the Growth Management Element:

1. Participate in Inter-Jurisdictional Planning Forums.
2. Develop a Capital Improvement Program.
3. Address a balance of housing options and job opportunities.
4. Adopt a Transportation Demand Management (TDM) Ordinance.

A general policy is included in the Element which supports these actions.

D. Growth Management Approach

The approach taken in this Element is to comply with Measure M for a developed community, expanding upon those requirements only where necessary to properly integrate this Chapter with the rest of the Laguna Niguel General Plan.

II. GOALS AND POLICIES

The GOALS describe desired conditions or characteristics to be achieved during the life of the Plan. It is assumed that during the 20 year time horizon of the Plan, all vacant land capable of development will have been developed; all land deserving of permanent open space status will have been preserved by appropriate means; and that a considerable amount of currently developed non-residential land will have been revitalized.

The POLICIES state rules for making future decisions that will help to achieve the goals. They are stated in action terms. All policies will not necessarily be carried out concurrently, nor in the immediate future.

Goal 1A: An adequate transportation/circulation system that supports regional and local land uses at adopted Level of Service (LOS) standards and complies with requirements of the Countywide Traffic Improvement and Growth Management Program (Measure M).

Goal 1B: Reduced traffic congestion on the City's streets and highways compared to conditions which would prevail without enactment and implementation of this Element.

Intent Achievement of these goals is to be accomplished by policies and implementation programs which cause the circulation system to perform according to the established Traffic Level of Service Policy and bring about phased development in a manner consistent with the City's Comprehensive Phasing Plan. In this process the intent is to seek an acceptable level of service within the City and adjacent territories as well. In so doing, fiscal limitations, feasible levels of transportation system improvements, and impacts of regional traffic outside of the City's control will be taken into consideration.

Traffic Level of Service

Policy 1.1 Make all feasible transportation improvements in order to meet a target LOS standard of C and a threshold standard of LOS D. The City recognizes that not all intersections within the City can meet this target LOS. Therefore, the City will establish a critical intersection list which consists of intersections which do not meet the target LOS of C, at peak periods only, but do not exceed the City's threshold LOS standard of D. In order for an intersection to be placed on the City's critical intersection list, the City Council must find that the improvements necessary to meet target LOS C are not feasible because of one or more of the following reasons: 1) the cost of the improvements exceeds available funding

sources; 2) the design of the necessary improvements is not compatible with the surrounding land uses; or 3) the design of the necessary improvements is contrary to other established City policies.

- Policy 1.2** Make all feasible transportation improvements in order to meet the threshold level of service unless the City determines that the unacceptable level of service is a direct result of regional traffic and that the improvements necessary to achieve the threshold level of service: 1) exceed the available funding sources; 2) are not compatible with the surrounding land uses; or 3) the design of the improvements is contrary to other established City policies.
- Policy 1.3** Each signalized intersection that has been improved to its maximum feasible configuration and still does not meet the threshold level of service shall be placed on the deficient intersection list.
- Policy 1.4** Allow adjustment of stated requirements if necessitated by unusual or extraordinary circumstances including, but not limited to, such conditions as an arterial highway temporarily accommodating traffic usually carried by a freeway while freeway improvements are being constructed.
- Policy 1.5** Measure Traffic LOS using the current guidance regarding traffic level of service policy implementation established by the Local Transportation Authority.

Development Mitigation and Phasing

- Policy 2.1** Require necessary conditions of approval on development projects to achieve Traffic LOS standards prescribed in this Element.
- Policy 2.2** All new development shall be required to participate in the City's transportation fee program(s). These fee programs shall be designed to ensure that all development projects fund their prorata share of the necessary long-term transportation improvements identified in the Circulation Element of the General Plan or its Technical Appendix.

As part of the City's transportation fee program(s), criteria will be developed to establish funding priorities. This program will also establish phasing guidelines to be consistent with the Comprehensive Phasing Plan.

- Policy 2.3** All development projects contributing one percent or more to the critical movement at an intersection that is either projected to operate, or currently operates below the target level of service as a result of project

implementation, shall fund all required feasible transportation improvements necessary to achieve the target LOS or, if the intersection exceeds the target LOS prior to project approval, mitigate the impacts of the project so that the intersection ICU is returned to its level of operation prior to project approval. Even for intersections where the target LOS is D, in the interim, prior to build-out, the City may require mitigation to maintain a LOS of C.

Necessary feasible improvements to mitigate an intersection to its level of operation prior to project approval, shall be targeted for completion prior to issuance of Certificates of Use and Occupancy for the approved project. If the City determines that the cost of the improvement(s) is not feasible, the City shall require that any feasible short-term improvements be made prior to Certificates of Use and Occupancy and all permanent transportation improvements made within three years of the issuance of the first building permit, or within five years of the first grading permit.

Any project which has complied with Policy 2.3 by funding a specific transportation improvement project, which is included in the City's transportation fee program, shall be given credit for the fees required as part of the transportation fee program as established in Policy 2.2.

- Policy 2.4** Those intersections on the deficient intersection list shall be exempted from the requirements of Policy 2.3.
- Policy 2.5** Review and evaluate existing traffic mitigation fees and develop new fees, if necessary, to fund the improvements identified in the Circulation Element of the General Plan or its Technical Appendix, in cooperation with other jurisdictions.
- Policy 2.6** Prohibit the use of Measure M tax revenues to replace private developer funds which have been committed for normal project or subdivision obligations.
- Policy 2.7** Phase development in accordance with the Comprehensive Phasing Program adopted by the City, which shall provide an overall build-out land use development plan which can be supported by implementation of the planned circulation system.
- Policy 2.8** Periodically evaluate programs designed to mitigate development impacts and the phasing of development and feasible transportation improvements.

Land Use and Program Administration

- Policy 3.1** Recognizing the particular constraints of existing physical development characteristics in Laguna Niguel, strive towards an achievement of balanced land use, whereby residential, non-residential and public land uses have a reasonable proportion to each other.
- Policy 3.2** Require continuation of the annual monitoring and reporting process to document compliance with the policies of this Element.

Regional Coordination

- Policy 4.1** Identify and promote Measure M priorities of importance to the City of Laguna Niguel, both within and outside the City.
- Policy 4.2** Cooperate with nearby cities and the County of Orange, especially within GMA 10, in making transportation improvements of mutual interest and priority.
- Policy 4.3** Seek close coordination between GMA 10 and communities within GMA 11.
- Policy 4.4** To the maximum extent possible, integrate Congestion Management Program and Measure M Growth Management requirements into a single set of development incentives/guidelines/regulations.
- Policy 4.5** Continue to participate in GMA 10 planning forums.

III. IMPLEMENTATION PROGRAMS

1. ESTABLISH A DEVELOPMENT MITIGATION PROGRAM by June 30, 1993 to ensure that new development: 1) pays its share of costs for feasible transportation improvement projects; and 2) funds all feasible transportation improvement projects necessary to achieve an acceptable level of service in cases where the development contributes one percent or more to the critical movement at an intersection, which causes that intersection to exceed the target level of service.
2. INTER-JURISDICTIONAL PLANNING FORUMS AND BASE FEES. Participate with GMA No. 10 jurisdictions in developing an annual transportation improvement list, establishing a GMA deficient intersection list, and establishing regional traffic impact mitigation measures.
3. BASE FEE COORDINATION. Monitor and consider fee levels in GMA 9 and 11 as a context for fees in GMA 10.
4. COMPREHENSIVE PHASING PLAN. Establish a Comprehensive Phasing Plan by June 30, 1993 which assures that feasible transportation improvements are added as development occurs so that they are in balance with demand. The adopted Comprehensive Phasing Plan will ensure that feasible transportation improvements are funded as development occurs.
5. PERFORMANCE MONITORING PROGRAM. Establish a Performance Monitoring Program by June 30, 1993 to: 1) evaluate compliance with approved development phasing allocations; 2) ensure and document that feasible transportation improvements are actually provided; 3) evaluate whether the development mitigation program is providing adequate funding for feasible transportation improvements and other mitigation measures; 4) evaluate the maintenance of transportation service levels through an annual traffic report based on data no more than three months old; and 5) identify corrective action to be initiated if service level deficiencies are indicated. Traffic reports shall not use counts during the time periods of June through August and November 15 through January 5.
6. ANNUAL PROGRAM SUPPORT. Include in the Fiscal Year 1992-93 and subsequent budget packages any measures and associated costs deemed necessary to further the goals and policies of this Element including, but not limited to:

- 1) participation in the Interjurisdictional Planning Forums; 2) preparation of the Seven-Year Capital Improvement Program; and 3) adoption or updating of the City's TDM Ordinance.
7. **DEVELOPMENT REVIEW PROCESS.** Incorporate Measure M criteria and procedures into the City's development project review process.
8. **PRIORITIES.** Prepare a priority list of transportation improvement projects from the City's standpoint and promote these priorities with local GMAs, the Transportation Corridor Agencies, the County of Orange, the Regional Advisory and Planning Council, the Orange County Transportation Authority and other agencies with facility or funding responsibilities.
9. **AGREEMENTS.** Prepare any subsequent, legally valid Traffic Improvement/Public Facilities Development Agreements which implement this Element in such a way as to be consistent with this Element and its implementing ordinances, plans, programs and actions.
10. **ADDITIONAL IMPLEMENTATION.** Initiate any additional implementing measures or actions deemed necessary by the City to further the goals of this Element.

Chapter Ten
COMMUNITY SERVICE STANDARDS

General Plan for the City of Laguna Niguel
Chapter 10 - Community Service Standards

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COMMUNITY SERVICE STANDARDS

I. INTRODUCTION

The Community Service Standards Element focuses on the provision of essential facilities and services. The purpose of this element is to identify level of service standards to be sought for certain community services in accommodating the City's remaining growth potential as identified in the Land Use Element. The services and facilities identified in this Element represent a combination of all community services mentioned in the Growth Management Components of other Elements of the General Plan, specifically the Land Use, Open Space/Parks/Conservation, and Public Facilities Elements. Traffic level of service standards are included in the Growth Management Element (Chapter 9) of the General Plan.

In order to achieve a desirable quality of life in Laguna Niguel, community service standards have been established. These standards will help to ensure orderly growth and development and facilitate the provision of services by the City and other service providers.

The Community Service Standards Element is an optional element of the General Plan. This element carries the same force and effect as a mandatory element and must be internally consistent with other elements of the General Plan.

III. COMMUNITY SERVICE STANDARDS

A. Fire Protection

Discussion

The currently adopted LOS Standard is established by the Orange County Fire Department (OCFD) and consists of a 5 minute response time for 80% of the City, with a maximum response time of 7 minutes. That performance is currently being exceeded with the provision of a 5 minute response time for 88% of the City. This compares very favorably with other jurisdictions. This is particularly impressive, given the hilly terrain, and indirect access routes typical of Laguna Niguel.

It is important to note that response time patterns will vary from year to year because of differences in emergency locations, status of new development and changes in station locations as temporary facilities phase out.

New development is expected to be capable of being served within the adopted response time.

Level of Service Standard: 5 minute response time for 80% of the City.
(Growth Management Component - Public Facilities Element)

Source: Orange County Fire Department

Implementing Action:

1. Monitor and report annually on performance levels achieved, along with recommendations for improvements, if any.
2. Conduct fire awareness and prevention programs in the City through the OCFD Community Education Program.
3. Provide high priority to response times for employment centers containing unusually flammable materials and potential wild land fire prone areas where fires could spread quickly.
4. Explore and consider special procedures for handling fires in environmentally sensitive areas.
5. Continue to require fuel modification zones as part of development approvals in areas subject to wildfires.

Actions if the Standard is Not Met:

1. Review impediments with the OCFD to determine the most cost effective remedies.
2. If it is determined that a proposed project cannot be served within the LOS response time, mitigation measures to correct the deficiency must accompany approval, or approval will be withheld until deficiency is corrected. Consideration shall be limited to only the development in question to the extent that it contributes significantly to the deficiency.

B. Paramedic Emergency Services**Discussion:**

Paramedic services are also provided by the OCFD under contract. The current Level of Service Standard is a 10 minute response for 80% of the developed area. The 10 minute response time is currently available for 92% of the City. It is important to be aware that initial emergency medical treatment is provided by the firefighters as they arrive on the scene. Paramedics take over when they arrive. In this way, critical time is not lost in such emergencies as heart attacks or smoke inhalation; treatment begins at once.

Response time patterns will vary from year to year because of differences in emergency locations, status of new development and changes in station locations as temporary Fire Department facilities phase out.

New development is expected to be capable of being served within the adopted response time or provide mitigation measures acceptable to the City.

Level of Service Standard: 10 minute response time for 80% of the City. (Growth Management Component - Public Facilities Element)

Source: Orange County Fire Department

Implementing Action:

1. Monitor and report annually on performance levels achieved, along with recommendations for improvements, if any.

Actions if the Standards is Not Met:

1. Review impediments with the OCFD to determine the most cost effective remedies including, but not limited to, additional facilities.

2. If it is determined that a proposed project cannot be served within the LOS response time, mitigation measures to correct the deficiency must accompany approval, or approval will be withheld until the deficiency is corrected. Consideration shall be limited to only the development in question to the extent that it contributes significantly to the deficiency.

C. Police/Sheriff

Discussion:

This service is contracted with the Orange County Sheriff's Department. The level of service is considered satisfactory by the City, but cost concerns have caused the Laguna Niguel to join with others in south Orange County to explore a separate district (South County rather than countywide) for provision of police services.

Some jurisdictions establish police LOS Standards in terms of facility or personnel ratios to the population; others according to response times for various types of calls; and still others by personnel work load measures. The Sheriff's Department uses the latter methodology. The current measure is that: 1) at least 35 % of an officer's time must be spent on directed patrol duty; 2) 60 to 70 % is to be spent on responding to calls and associated administrative duties; and 3) new officers are added when 70 % of the total workload is exceeded. This measurement does not signify to the community a clear indication of what is actually being provided in the way of service.

The purpose of the LOS Standard regarding police services is two-fold: 1) to maintain or improve the current services being provided the City; and 2) to convert the administrative standard now in use to performance standard which can be more readily understood by Laguna Niguel citizens.

The LOS standard for police services is predicated on a slightly less demanding response time than fire response because of the single station location and an increased percentage of call responses within the time because of the patrol car activity.

Level of Service Standards: 4-6 minute response time for 85 % of the Priority 1 calls. (Growth Management Component - Public Facilities Element)

Implementing Action:

1. Monitor and report annually on performance levels achieved, along with recommendations for improvements, if any.

Actions if the Standard is Not Met:

1. Review impediments with the Sheriff's Department to determine the most cost effective remedies.
2. If it is determined that a proposed project cannot be served within the LOS response time, mitigation measures to correct the deficiency must accompany approval, or approval will be withheld until the deficiency is corrected. Consideration shall be limited to only the development in question to the extent that it contributes significantly to the deficiency.

D. Flood Control/Drainage (Local)**Discussion:**

Local flood control channels and conduits connect developed areas with the four regional channels serving Laguna Niguel. There are no known deficiencies in local facilities. Others will be needed as remaining undeveloped areas build out and will be identified as development plans are processed.

Level of Service Standard:

All new development shall be provided with 100-year flood protection and new streets shall comply with City Engineering standards. (Growth Management Component - Public Facilities Element)

Implementing Action:

1. Review development proposals for adequacy of local drainage facilities.
2. Design flood control facilities to provide open space recreation and habitat value wherever feasible.
3. Distinguish between residential (landscaped channels) and commercial/industrial areas (hardened channels) in facility design.

Action if the Standard is Not Met:

1. Require project redesign to conform to standards.

E. Solid Waste**Discussion:**

The City uses a private contractor for waste collection purposes. Disposal is at the County operated Prima Deshecha Landfill site in San Juan Capistrano, a facility currently operating at daily intake levels approximately 25% below its design limits. The City has adopted its required Source Reduction and Recycling Element (SRRE) pursuant to state law.

Planned growth according to the General Plan is not projected to exceed landfill capacities. This assumes the current 20 year life expectancy of the site, based on a 2% increase in population and 20% diversion of solid waste from the landfill because of source reduction and recycling. Implementation of local SRREs will result in 50% diversion and therefore, the life expectancy of the landfill may be extended. Along with all jurisdictions in Orange County, cooperative long term solid waste disposal solutions beyond a 20 year time horizon will need to be developed through participation in the County's Integrated Waste Management Plan and subsequent studies.

Level of Service Standard: Implementation of source reduction, recycling, composting and other conservation methods as required by State Law. (Growth Management Component - Public Facilities Element).

Source: Laguna Niguel General Plan

Implementing Actions:

1. Complete implementation of the SRRE according to schedule.
2. Coordinate with the County Integrated Waste Management Department (IWMD) to insure continued landfill capacity, achieve recycling targets and initiate plans for long term capacity development.
3. Pursue with the IWMD the potential and benefits associated with a materials reduction facility (MRF) to serve Laguna Niguel.

Actions if the Standard is Not Met:

1. Review and revise the SRRE as necessary.
2. Establish conditions of approval on development projects if a determination is made that waste reduction targets are not being met and project mitigation measures are required to avoid excessive solid waste generation.

F. Community Purpose Facilities

Discussion:

Community Purpose Facilities include land uses which serve various community needs including child care, religious services, child and adult counseling, teen and senior centers, and city civic center. These community purpose facilities are a valued component of Laguna Niguel and enhance the quality of life. For these reasons such facilities are encouraged within Laguna Niguel.

Community Purpose Facilities are established primarily by private, usually non-profit, organizations. Therefore, the City has little control over the amount and timing of development of such facilities, although the City can influence the development of community purpose facilities through the land use approval process.

The Land Use Element identifies a specific land use category for the establishment of community purpose facilities, the Public/Institutional land use category. Traditionally, community purpose facilities had to compete for land which was assigned another land use such as commercial or residential. This often raised the land prices beyond the reach of many non-profit organizations. In addition to the Public/ Institutional land use category, community purpose facilities may locate in other appropriate locations within the City.

Unlike other community services which have specific quantitative levels of service, community purpose facilities cannot be assessed numerically, rather the provision of such facilities can be encouraged through community goals and policies.

Level of Service Standard: No numeric level of service standards apply.

Goal: Encourage the development of Community Purpose Facilities in appropriate locations within the City.

G. Park Facilities

Discussion:

Laguna Niguel includes 231.9 acres of useable parkland. The current standard of 3 acres per 1,000 persons suggests that the City should provide 138.8 acres, based on the current population of 46,251. The actual acreage provided (231.9) equates to 5.0 acres of parkland per 1,000 persons. Thus, the City could impose a parkland dedication requirement of 5 acres per 1,000 persons, but elects to retain the 3 acre per 1,000 population standard.

A key aspect of parkland dedication is the degree to which it is actually usable for recreation purposes. While landscaped slopes and other features may add to the attractiveness of the site, the parkland dedication requirement's purpose is to satisfy recreation needs. Section V.D. of the Open Space/Parks/Conservation Element specifies the criteria for local parkland sites including size, shape, slope, location, etc.

Level of Service Standard: 3 acres of local parkland per 1,000 population. (Growth Management Component - Open Space/Parks/Recreation Element)

Source: Laguna Niguel General Plan

Implementing Actions:

1. Continue to implement the local park ordinance which requires a standard of 3 acres per 1,000 population, ensuring that all land so dedicated is useable for recreation purposes.

Actions if the Standard is Not Met:

1. Comply with requirements in the form of an in lieu fee.
2. Scale the project back to a level at which the required standard can be satisfied.

H. Open Space

Discussion:

There are several types of open space areas in the City of Laguna Niguel including Regional Open Space, Local Open Space (open space corridors, greenbelts, hillsides, and landscaping), and Landscaped Corridors along scenic highways. Open Space comprises over one-third of the acreage within the City. Therefore, it is important to manage and maintain existing open space areas.

Level of Service: Ensure that existing designated Open Space areas are conserved, managed and maintained and encourage future appropriate additions to the Open Space system.

I. Library

Discussion

One library operated by the County is located within the City and two nearby libraries are in adjacent cities (Mission Viejo and Dana Point). The Level of Service Standard of .2 square feet of library space per capita is used through-out

the County system, which serves 21 cities and several unincorporated communities within Orange County. Ideally, libraries would be dispersed geographically to be relatively convenient to all portions of the City. The Dana-Niguel Branch serves the southerly portion of Laguna Niguel well; and the Crown Valley Branch serves the central portion of the City well. The Mission Viejo Branch, though less convenient, could provide service to the most northerly residents in the City. The Crown Valley Branch library currently receives a great deal of use and the demand for services has prompted a request to the County Board of Supervisors to approve funding for an additional 5,000 sq.ft. of space at that branch.

Service levels will need to be coordinated through the County Library system. The aggregate of all three sites, considering the portion of service they provide to Laguna Niguel residents, must be considered and assessed to determine total Level of Service. This will entail coordination with the two adjacent Cities, particularly Dana Point.

Level of Service Standard: 0.2 square feet of library space per capita. (Growth Management Component - Public Facilities Element).

Source: Orange County Library system

Implementing Action:

1. Coordinate library needs with the Orange County Library system and the Cities of Dana Point and Mission Viejo.
2. Seek ways to improve library access to residents in the northerly portions Laguna Niguel.

Actions if Standard is Not Met:

1. Develop an action plan with the Orange County Library system to maintain a desired LOS standard.

J. Water Supply

Discussion:

City water is supplied by the Moulton Niguel Water District and the South Coast Water District. These districts also serve a portion of adjacent communities as well. The districts are well positioned to supply Laguna Niguel with water, however conservation programs and reclamation are necessities in Southern California.

If the Moulton Niguel Water District obtains an additional 25 cubic feet per second (cfs) for a total of 100 cfs from which to supply the City and other district

customers, it is probable that there will be adequate water to serve development under the General Plan. Nevertheless, a careful phasing of development and water supply will be necessary in order to assure service to future water users.

Level of Service Standard: Cooperate with water districts to provide sufficient water supplies to meet projected demand and encourage conservation and the use of reclaimed water. (Growth Management Component - Public Facilities Element)

Source: Laguna Niguel General Plan

Implementing Action:

1. Incorporate water supply into a comprehensive development mitigation, phasing and monitoring program similar to, but separate from the program associated with the Growth Management Element.

Actions if the Service is Not Met:

1. If it is determined that a proposed project cannot be properly served with water (inability to obtain a will serve letter), mitigation measures to correct the deficiency must accompany approval, or approval will be withheld until the deficiency is corrected.

K. Sanitary Sewer Facilities

Discussion:

Facilities to handle waste water are supplied by the Moulton Niguel Water District and the South Coast Water District, serving approximately 95 % and 5 % of the City respectively. Two types of capacity constraints may be encountered: 1) inadequate treatment capacity and 2) inadequate line capacity.

While there is every indication that both can be readily provided to accommodate build-out of the General Plan, it will be necessary to monitor and work with the Districts to take corrective action if future deficiencies are identified.

Line capacity standards are established by the Districts according to line size to ensure that flow capacity is maintained.

Level of Service Standards:

1. Sufficient treatment capacity to serve Laguna Niguel and other system users.
2. Line capacities meeting District standards. (Growth Management Component - Public Facilities Element)

Source: Water Districts and Laguna Niguel General Plan

Implementing Action:

1. Incorporate sanitary sewer facilities for waste water transfer and treatment into a comprehensive development mitigation, phasing and monitoring program similar to, but separate from the program associated with the Growth Management Element.

Actions if the Standard is Not Met:

1. If it is determined that a proposed project cannot be properly served by sanitary sewer facilities, mitigation measures to correct the deficiency must accompany approval, or approval will be withheld until deficiency is corrected.

L. Schools

Discussion:

The City of Laguna Niguel shares an unusually large and growing school district, Capistrano Unified, with several other cities. The District continues to be impacted heavily by growth within its service boundaries. Achieving an adequate supply of schools and classrooms to keep pace with development is a constant challenge in high growth areas.

Currently authorized development fees under state legislation are inadequate to fund needed schools throughout the state. School districts and local jurisdictions resort to a variety of methods to augment development fees, some of which entail additional exactions on development projects by means of EIR mitigation requirements. Legal actions have resulted from some of these efforts.

One of the most important considerations regarding school planning for Laguna Niguel is the fact that it shares the school district with other local governments. In effect, school planning and development is a sub-regional problem similar in scale to some of the circulation issues confronting south Orange County. Accordingly, this LOS Standard is a recognition of the Capistrano School District's policy and a commitment to work with the District, other south County local governments, and the development industry in finding mutually workable approaches to the problem.

Level of Service Standard: Encourage the Capistrano Unified School District to provide the highest level of education at the lowest student to teacher ratio possible. (Growth Management Component - Public Facilities Element)

Source: Capistrano Unified School District

Implementing Actions:

1. Initiate a cooperative planning program with the Capistrano Unified School District and the cities it serves to identify and undertake measures which can most cost effectively provide necessary school facilities as development occurs.

Actions if the Standard is Not Met:

Cooperate with the Capistrano School District to establish phasing and funding mitigation conditions on residential development projects which will provide prorata support for needed school facilities.



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